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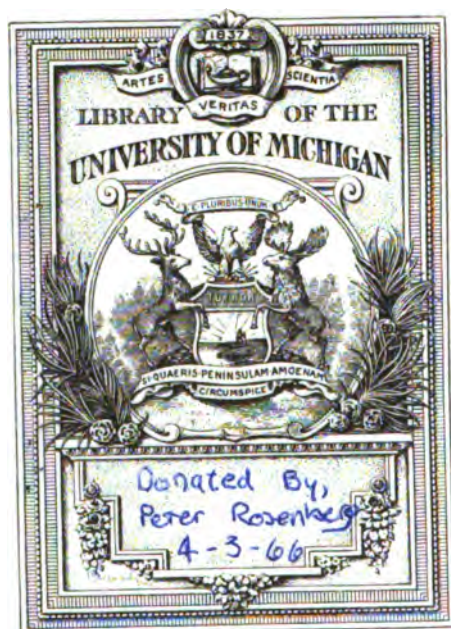
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HISTORY

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AMERICAN WHALE FISHERY

FROM

ITS EARLIEST INCEPTION TO THE YEAR 1876.

BY

ALEXANDER STARBUCK.

PUBLISHED BY THE AUTHOR.

WALTHAM, MASS.

1878.

I.—HISTORY OF THE AMERICAN WHALE FISHERY FROM ITS EARLIEST INCEPTION TO THE YEAR 1876.*

BY ALEXANDER STARBUCK.

A.—INTRODUCTION.

Few interests have exerted a more marked influence upon the history of the United States than that of the fisheries. Aside from the value they have had in a commercial point of view, they have always been found to be the nurseries of a hardy, daring, and indefatigable race of seamen, such as scarcely any other pursuit could have trained. The pioneers of the sea, whalers were the advance guard, the forlorn hope of civilization. Exploring expeditions followed after to glean where they had reaped. In the frozen seas of the north and the south, their keels plowed to the extreme limit of navigation, and between the tropics

*More than fifty years ago (in 1825) Samuel H. Jenks, esq., then editor of the Nantucket Inquirer, announced his intention to write the history of whaling, and advertised for material for that purpose, but so little encouragement did he meet, so little material came to hand, that he finally abandoned the design in despair of ever being able to satisfactorily complete it.

In the preface to his admirable Report on the Fisheries, published in 1852, Hon. Lorenzo Sabine says: "More than twenty years have elapsed since I formed the design of writing a work on the American fisheries, and commenced collecting materials for the purpose. My intention embraced the whale-fishery of our flag in distant seas. But increasing cares prevented the consummation of his plans.

The difficulties in the way of collection of historical notes increase greatly with the lapse of years. Newspapers, which must always be considered, where they exist, invaluable aids in the prosecution of such matters, pass from the possession of the very few who, when living, treasured them, and fall into the hands of those who only value them at so many cents per pound. Those who were the actors in the scenes which it is desired to describe die, and with them perishes the source of the information, which ultimately, in the form of tradition, becomes too distorted to be available. In the matter of the whale-fishery still another formidable difficulty is met with, in the absence or destruction of customs-records. During the Revolution many ports were under English control, and very often with the departure of the British also departed the custom-house papers. In other ports, notably New Bedford and Nantucket, these records have been destroyed by fire. Still again in yet other ports, notably Sag Harbor, mildew and decay have obliterated the writing.

About eighteen months ago Prof. Spencer F. Baird, United States Commissioner of Fish and Fisheries, requested the writer to prepare a historical sketch of this indus-

they pursued their prey through regions never before traversed by the vessels of a civilized community. Holding their lives in their hands, as it were, whether they harpooned the leviathan in the deep, or put into some hitherto unknown port for supplies, no extreme of heat or cold could daunt them, no thought of danger hold them in check. Their lives have ever been one continual round of hair-breadth escapes, in which the risk was alike shared by officers and men. No shirk could find an opportunity to indulge his shirking, no coward a chance to display his cowardice, and in their hazardous life incompetents were speedily weeded out. Many a tale of danger and toil and suffering, startling, severe, and horrible, has illumined the pages of the history of this pursuit, and scarce any, even the humblest of these hardy mariners, but can, from his own experience, narrate truths stranger than fiction. In many ports, among hundreds of islands, on many seas the flag of the country from which they sailed was first displayed from the mast-head of a whale-ship. Pursuing their avocation wherever a chance presented, the American flag was first unfurled in an English port from the deck of one American whaler, and the ports of the western coast of South America first beheld the Stars and Stripes shown as the standard of another. It may be safely alleged that but for them the western

try, so far as it related to our own country, and append to it, so far as was practicable, a record of every voyage which has been performed. Of the magnitude of this labor only those who have had similar experience can form any idea. In the one item of marine reports, it comprehended the examination of newspapers covering a period of one hundred and seventy years. The limited time allowed for the work performed is not mentioned by the writer in any spirit of self-laudation, but as a statement due to himself for any possible errors of omission or commission that may have occurred.

Fortunately in the collection of material for a work of an entirely different nature much had been gathered which had a bearing upon this subject, and much that was absolutely necessary for use in this connection, and, fortunately, the kindness of many friends lightened still more the labor. Wherever the writer has been in search of material the utmost courtesy has been extended, and, with very rare exceptions, whenever application has been made, books and documents have been freely placed at his command. Especially is he under obligations to Charles Eldridge, esq., of Fairhaven; Dennis Wood, esq., the proprietor of the Shipping-List; and R. C. Ingraham, esq., of New Bedford; the late William R. Sleight, esq., of Sag Harbor, N. Y.; the late Hon. Henry P. Haven, and Haven, Williams & Co., of New London, Conn.; Benjamin F. Cook, esq., of New York; Hon. Lorenzo Sabine, of Boston (who kindly placed all his papers on the subject at the author's disposal); F. C. Sanford, J. S. Barney, and W. H. Macy, esqrs., and Miss R. A. Gardner, of Nantucket; Maj. S. B. Phinney, of Barnstable; R. L. Pease, esq., of Edgartown; Capt. Silas Jones, of Falmouth; Capt. S. W. Macy, of Newport, R. I.; B. Fernald, esq., custodian of historical records of New York (see numerous quotations, the result mainly of his indefatigable researches); and the collectors and assistants of the ports of Boston and New Bedford. He also acknowledges courtesies from those in charge of the libraries of the Massachusetts Historical, Boston Athenæum, and American Antiquarian Societies.

If in the search for facts the historical idols of others have been shattered, it may be a source of satisfaction to them to learn that the writer has been equally iconoclastic with many that he too has revered.

ALEXANDER STARBUCK.

WALTHAM, MASS., *March 1, 1877.*

oceans would much longer have been comparatively unknown,* and with equal truth may it be said that whatever of honor or glory the United States may have won in its explorations of these oceans, the necessity for their explorations was a tribute wrung from the Government, though not without earnest and continued effort, to the interests of our mariners, who, for years before, had pursued the whale in these uncharted seas, and threaded their way with extremest care among these undescribed islands, reefs, and shoals. Into the field opened by them flowed the trade of the civilized world. In their footsteps followed Christianity. They introduced the missionary to new spheres of usefulness, and made his presence tenable. Says a writer in the London Quarterly Review: "The whale fishery first opened to Great Britain a beneficial intercourse with the coast of Spanish America; IT LED IN THE SEQUEL TO THE INDEPENDENCE OF THE SPANISH COLONIES." * * * * * "But for our Whalers, we never might have founded our colonies in Van Dieman's Land and Australia—or if we had we could not have maintained them in their early stages of danger and privation.—Moreover, our intimacy with the Polynesians must be traced to the same source. The Whalers were the first that traded in that quarter—they PREPARED THE FIELD FOR THE MISSIONARIES; and the same thing is now in progress in New Ireland, New Britain, and New Zealand." All that the English fishery has done for Great Britain, the American fishery has done for the United States—and more. In war our Navy has drawn upon it for some of its sturdiest and bravest seamen, and in peace our commercial marine has found in it its choicest and most skilful officers. In connection with the cod-fishery it schooled the sons of America to a knowledge of their own strength, and in its protection developed and intensified that spirit of self-reliance, independence, and national power to which the conflict of from 1775 to 1783 was a natural and necessary resultant. The wars carried on between England and France from 1600

* The North American Review, in 1834, in an article on the Whale Fishery, says, "A few years since, two Russian discovery ships came in sight of a group of cold, inhospitable islands in the Antarctic Ocean. The commander imagined himself a discoverer, and doubtless was prepared with drawn sword and with the flag of his sovereign flying over his head to take possession in the name of the Czar. At this time he was becalmed in a dense fog. Judge of his surprise, when the fog cleared away, to see a little sealing sloop from Connecticut as quietly riding between his ships as if lying in the waters of Long Island Sound. He learned from the captain that the islands were already well known, and that he had just returned from exploring the shores of a new land at the south; upon which the Russian gave vent to an expression too hard to be repeated, but sufficiently significant of his opinion of American enterprise. After the captain of the sloop, he named the discovery 'Palmer's Land,' in which the American acquiesced, and by this name it appears to be designated on all the recently-published Russian and English charts." A similar experience awaited the English ship Caribou, Captain Cubins, who came in sight of Hurd's Island, and, like the Russian, thought it hitherto unknown land. The similarity was carried still further by the appearance of the schooner Oxford, of Fairhaven (tender to the Arab), the captain of which informed him that the island was discovered by them eighteen months before.

to 1760 had, as one of their objective points, a monopoly of these fisheries on the American coast from the plantations in Maine to the northward, and Port Royal, the culminating point of the conflict revealed to America the secret of her own strength. In the final treaty of peace succeeding the war for Independence the protection of these interests, which the colonists had, unaided, maintained, was made one of the ultimate on the part of the Commissioners for the United States, and subsequent events have demonstrated conclusively the wisdom of their statesmanship. At almost every stage of the arrangement of treaties of peace between England and France prior to 1783 and since 1600, and at almost every similar occasion in treaties between England and the United States subsequently to that time, the question of the fisheries has obtruded itself, and demanded a satisfactory solution. Latterly, it is true, the questions have hinged wholly upon the cod-fishery, since the taking of whales is mostly carried on outside of any national jurisdiction, but prior to and immediately after the war of the Revolution, as late indeed as 1818, the question of whaling was quite as much involved.

The development of this industry in the United States, from the period when a few boats first practiced it along the coast to the time when it employed a fleet of seven hundred stanch ships and fifteen thousand hardy seamen, is an interesting chapter in our national history.

B.—FROM 1600 TO 1700.

CAPE COD, CONNECTICUT, LONG ISLAND, NANTUCKET, MARTHA'S VINEYARD, SALEM.

The American whale fishery (limiting that subject entirely to the prosecution of that pursuit from what is now known as the United States,) is cotemporary with the settlement of the New York and New England colonies. Indeed, one of the main ideas in the settlement of Massachusetts was the founding of a fishing colony, and one of the provisions in the charter guaranteed to the colonists their right to unrestrictedly fish.* It was a serious question with the settlers of Eastern Massachusetts whether to adopt Cape Cod for a residence, or select some more propitious site, and the main arguments adduced for that locality were: 1st. That it afforded a good harbor for boats, though not for ships. 2d. That the ground was well adapted to the raising of corn. 3d. It was a place of profitable fishing, *for large whales of the best kind for*

* "Wee have given and graunted * * * all fishes—royal fishes, whales, balan, sturgeons, and other fishes, of what kinde or nature soever that shall at any tyme hereafter be taken in or within the saide seas or waters, or any of them by the said" (here follow the names of the grantees) "their heires and assignes, or by any other person or persons whatsoever there inhabiting, by them, or any of them, to be appointed to fishe therein." (Charter of Massachusetts.)

oil and bone came daily alongside and played about the ship. The master and his mate, and others experienced in fishing, preferred it to the Greenland whale fishery, and asserted that were they provided with the proper implements, £300 or £400 worth of oil might be obtained." 4th. The situation was healthy, secure, and defensible. 5th. It was in the depth of winter and inexpedient to look further.¶ Coming from England, as the vast majority of the early settlers did, where the value of the fisheries had already assumed considerable importance, it would have been strange if they had failed to have appreciated this important feature of their surroundings.

At this time the whales were very numerous both along the coast and in deep water.† Their habits seem to have been somewhat migratory, as the boat-whaling season usually commenced very regularly early in November and ceased in March or April. According to some writers, the Indians, before the advent of the whites, were accustomed to pursue the whales in their canoes, and occasionally succeeded in harassing them to death: Their weapons consisted of a rude wooden harpoon, to which was attached a line with a wooden float at the end,‡ and the method of attack was to plunge their instruments of torture into the body of the whale whenever he came to the surface of the water to breathe. In Weymouth's journal of his voyage to America in 1605,§ in describing the Indians on the coast, he says: "One especial thing is their manner of killing the whale, which they call *powdawe*; and will describe his form; how he bloweth up the water; and that he is twelve fathoms long: and that they go in company of their king with a multitude of their boats; and strike him with a bone made in fashion of a harping iron fastened to a rope, which they make great and strong of the bark of trees, which they veer out after him; then all their boats come about him as he riseth above water, with their arrows they shoot him to death; when they have killed him and dragged him to shore, they call all their chief lords together, and sing a song of joy: and those chief lords, whom they call sagamores, divide the spoil and give to every man a share, which pieces so distributed, they hang up about their houses for provisions; and when they boil them they blow off the fat and put to their pease, maize, and other pulse which they eat." Among the Indians of Rhode Island it was the custom when a whale was cast ashore or killed within their jurisdiction, to cut the flesh into pieces and send to the

* Thatcher's Hist. of Plymouth, p. 21.

† Capt. John Smith, in 1614, found whales so plentiful along the coast that he turned aside from the primary object of his voyage to pursue them. Richard Mather, who came over to the Massachusetts Bay in 1635, records in his journal of the voyage seeing near New England "mighty whales spewing up water in the air, like the smoke of a chimney, and making the sea about them white and hoary, as is said in Job, of such incredible bigness that I will never wonder that the body of Jonas could be in the belly of a whale." (Sabine's Report, p. 42.)

‡ "Etchings of a Whaling Cruise," Browne, p. 522.

§ Mass. Hist. Soc. Coll., iii series, viii vol., 156 p.

neighboring tribes as a present of peculiar value.* Scammon says:† "It has been stated by several writers that the American colonists followed up the Indian mode of capturing the whale, by first striking it with a harpoon having a log of wood attached to it by a line, even as late as the commencement of the Sperm Whale fishery." It is quoted that the Hon. Paul Dudley stated: "Our people formerly used to kill the whale near the shore, but now they go off to sea in sloops and *whale-boats*. Sometimes the whale is killed by a single stroke, and yet at other times she will hold the whalers in play *near half a day together*, with their lances; and sometimes they will get away after they have been lanced and spouted thick blood, with irons in them, and drags (droges) fastened to them, which are thick boards about fourteen inches square." * * *

→ We are of the opinion, however, that the colonial whalers did not follow the Indian mode of whale-fishing; for it is well known that the British whalers, as early as 1670, used the line attached to the boat, and, so far as the drags or 'droges' are concerned, they are used at the present day in cases of emergency. ‡ ←

As early as 1639, Massachusetts, with an eye to the importance of the fisheries, passed an act to encourage them. By its provisions all vessels employed in taking or transporting fish were exempted from all duties and taxes for the term of seven years, and all fishermen were exempted from military service during the fishing season. As important as the pursuit of whaling seemed to have been considered by the first settlers, many years seem to have elapsed before it was followed as a business, though probably something was attempted in that direction prior to any recorded account that we have. The subject of drift-whales appears to have attracted considerable importance both in the Plymouth and the Massachusetts Bay colonies. The colonial government claimed a portion, a portion was allowed to the town, and the finder, if no other

* Arnold's Hist. R. I., i, p. 65. Among the Montauk Indians the most savory sacrifice to their deity was the tail or fin of the whale. (Hedge's Address, p. 35.) The Greenlander's idea of Heaven, according to Father Hennepin, was a place where there would be an immense cauldron continually boiling, and each could take as much seal blubber, ready cooked, as he wanted.

† Marine Mammalia and American Whale Fishery, p. 204, note.

‡ It would appear from Purchas' account that lines were used to attach the boat to the whale as early as 1613. He writes: "I might here recreate your wearied eyes with a hunting spectacle of the greatest chase which nature yieldeth; I mean the killing of a whale. When they espy him on the top of the water (which he is forced to for to take breath), they row toward him in a shallop, in which the harponeer stands ready with both his hands to dart his harping iron, to which is fastened a line of such length that the whale (which suddenly feeling himself hurt, sinketh to the bottom,) may carry it down with him, being before fitted that the shallop be not therewith endangered; coming up again, they strike him with lances made for that purpose, about twelve feet long, the iron eight thereof, and the blade eighteen inches—the harping iron principally serving to fasten him to the shallop, and thus they hold him in such pursuit, till after streams of water, and next of blood, cast up into the air and water, (as angry with both elements, which have brought thither such weak hands for his destruction,) he at length yieldeth up his slain carcass as meed to the conquerors."

claimant appeared to dispute his title, might presume to claim the other third. Evidently at times some disposition to rebel was manifested, for in 1661, the general court of Plymouth Colony sent to Sandwich, Barnstable, Yarmouth, and Eastham the following proposition:

"OCT. 1, 1661.—LOVEING FREINDS: Whereas the Generall Court was pleased to make some proposition to you respecting the drift fish or whales; in case you should refuse theire proffer, they impowered mee, though vnfitt, to farme out what should belonge vnto them on that account; and seeing the time is expired, and it fales into my hands to dispose of, I doe therefore, with the advice of the Court, in answere to your remonstrance, say, that if you will duely and trewly pay to the countrey for enery whale that shall come one hogshead of oyle att Boston, where I shall appoint, and that current and merchantable, without any charge or trouble to the countrey.*—I say, for peace and quietness sake you shall have it for this present season, leaueing you and the Election Court to settle it soe as it may bee to satisfaction on both sides; and in case you accept not of this tender, to send it within fourteen dayes after the date heerof and if I heare not from you, I shall take it for graunted that you will accept of it, and shall expect the accomplishment of the same.

"Yours to vse,

"CONSTANT SOUTHWORTH TREASURER."

The offer was accepted and indorsed as follows:

"THE SIXT OF THE FIRST MONTH 61-62.

"Agreement to give 2 bbls of oyle from each whale according to proposition made for yeare past, to end all troubles.

"ANTHONY THACHER.

"ROBERT DENIS.

"THOMAS BOARDMAN.

"RICHARD TAYLER."

Numerous instances of orders relating to drift-whales occur in the records of Plymouth, Massachusetts, and New York. In 1662, the town of Eastham voted that a part of every whale cast ashore should be appropriated for the support of the ministry.† Many were the disputes that the general court was called upon to adjust in regard to stranded whales, but the decisions seem to be, if not generally satisfactory, at least universally acquiesced in.

The earliest account of whale-killing by the people of Cape Cod comes to us in the form of a tradition, and quite an unsatisfactory and improba-

* By an order of court, June 6, 1654, whales cast up on lands of purchasers belonged to said proprietors. (Plym. Col. Rec. iii, p. 53.) This being much more satisfactory than the order compelling tribute to the government, probably caused ill-feeling when the general court preferred a claim.

† Plym. Col. Rec., vol. iv, p. 6.

‡ Freeman's Hist. Cape Cod, ii, p. 332.

ble tradition, too. It is to the effect that one William Hamilton was the first to kill these fish from that region, and he was obliged to remove from that section of country, as his fellow-citizens persecuted him for his skill, attributing his success to undue familiarity with evil spirits. Hamilton is said to have removed to Rhode Island, and from thence to Connecticut, where he died in 1746, aged 103 years. Several things militate against this story. Neither the annals of the Cape* nor genealogical registers contain any record of him. Naturally the courts would take some cognizance of an offense so heinous that the offender was openly persecuted, but we do not find him noted as a criminal. The people who settled on the Cape were too familiar with fishing to attribute success to aught but skill and natural causes, and the Cape was more an asylum for the persecuted than the source of persecution. It is far more probable that at the time of his birth, if he ever existed there, there were people familiar with this art in that region. It had certainly become a pursuit of much importance in other sections of the country long before he was old enough to handle a harpoon, and the product of this fishery had found its way to Boston while he was yet a young man.

In 1683 Secretary Randolph writes home from Massachusetts: "New Plimouth Colony have great profit by whale killing. I believe it will be one of our best returnes, now beaver and peltry fayle us."† In March of the same year there was placed on the colonial records of Massachusetts Bay a memorandum embodying the universally recognized law of whalers that "craft claims the whale." It specifies: "furst: if aney persons shall find a Dead whael on the streem And have the opportunity to toss herr on shoure; then ye owners to alow them twenty shillings; 2ly: if thay cast hur out & secure ye blubber & bone then ye owners to pay them for it 30s (that is if ye whael ware likly to be loast;) 3ly, if it proves a floate son not killed by men then ye Admirall to Doe thaire in as he shall please;—4ly; that no persons shall presume to cut up any whael till she be vewed by toe persons not consarned; that so ye Right owners may not be Rougged of such whael or whaels; 5ly, that no whael shall be needlessly or fouellishly lanced behind ye vitall to avoid stroy; 6ly, that each companys harping Iron & lance be Distinckly marked on ye heads & socketts with a poblick mark: to ye prevention of strife; 7ly, that if a whale or whalls be found & no Iron in them: then thay that lay ye neerest claime to them by thaire strokes & ye nateral markes to haue them; 8ly, if 2 or 3 companyes lay equal claimes, then thay equelly to shear."‡

In November, 1690, the colony of New Plymouth appointed "Inspectors of Whale," in order to the "prevention of suits by whalers." The

* It is scarcely probable that so careful a historian as Freeman would have omitted to make mention of Hamilton, if this story of him had any foundation in fact.

† Hutchinson's Coll., p. 558.

‡ Mass. Col. MSS., Treasury, iii, p. 80.

rules governing them were: "1. All whales killed or wounded & left at sea the killers to reparaire to the inspectors & give marks, time, place, which shall be recorded. 2. All whales brought or cast ashore to be viewed by inspector or deputy before being cut & marks & wounds recorded with time & place. 3. Any person cutting or defacing whale before being viewed unless necessary shall lose right to it, & pay 10£ to county, & fish to be seized by inspectors for owners' use. Inspectors to have power to make deputy and allow 6s. per whale. 4. Those finding whale a mile from shore not appearing to be killed by man shall be first to secure them, pay 1 hoggshead of oyle to ye county for each whale." *

In 1647 (May 25) at a meeting of the general court held at Hartford, Conn., the following resolve was passed: "Yf Mr. Whiting, wth any others shall make tryall and p^rsecute a designe for the takeing of whale wthin these libertyes, and if vppon tryall wthin the terme of two yeares, they shall like to goe on, noe others shalbe suffered to interrupt the, for the tearme of seauen yeares."† Whether Mr. Whiting, who seems to have been quite a prominent man and a merchant at Hartford, ever did "prosecute his designe," or not, we are left to conjecture; but so far as we at present know, this is the earliest official document showing any intention in that direction, and many years elapse before Connecticut again claims attention upon this subject.

It is probably safe to assert that the first organized prosecution of the American whale-fishery was made along the shores of Long Island. The town of Southampton, which was settled in 1640 by an offshoot from the Massachusetts Colony at Lynn,‡ was quick to appreciate the value of this source of revenue. In March, 1644, the town ordered the town divided into four wards of eleven persons to each ward, to attend to the drift-whales cast ashore. When such an event took place two persons from each ward (selected by lot) were to be employed to cut it up. "And every Inhabitant with his child or servant that is above sixteen years of age shall have in the Division of the other part," (i. e. what remained after the cutters deducted the double share they were, ex officio, entitled to) "an equall proportion provided that such person when yt falls into his ward a sufficient man to be employed aboute yt."§ Among the names of those delegated to each ward are many whose descendants became prominent in the business as masters or owners of vessels—the Coopers, the Sayres, Mulfords, Peirsons, Hedges, Howells, Posts, and others. A few years later the number of "squadrons" was increased to six.

* Plym. Col. Rec. vi, pp. 252-3.

† Conn. Col. Rec., i, p. 154.

‡ Southampton was settled under a patent from the Earl of Sterling, and the privileges accorded were essentially those of the Massachusetts Bay Colony. In 1664 the commissioners to adjust the colonial bounds decided this and the adjacent towns to be within the jurisdiction of the Duke of York.

§ Howell's Hist. of Southampton, p. 179.

In February, 1645, the town ordered that if any whale was cast ashore within the limits of the town no man should take or carry away any part thereof without order from a magistrate, under penalty of twenty shillings. Whoever should find any whale or part of a whale, upon giving notice to a magistrate, should have allowed him five shillings, or if the portion found should not be worth five shillings the finder should have the whole. "And yt is further ordered that yf any shall finde a whale or any peece thereof upon the Lord's day then the aforesaid shillings shall not be due or payable."* "This last clause" says Howell, "appears to be a very shrewd thrust at 'mooning' on the beach on Sundays."

It was customary a few years later to fit out expeditions of several boats each for whaling along the coast, the parties engaged camping out on shore during the night. These expeditions were usually gone about one or two weeks.† Indians were usually employed by the English, the whites furnishing all the necessary implements, and the Indians receiving a stipulated proportion of oil in payment.

In Easthampton on the 6th of November, 1651, "It was Ordered that Goodman Mulford shall call out ye Town by succession to loke out for whale."‡ Easthampton, however, like every other town where whales were obtainable, seems to have had its little unpleasantnesses on the subject, for in 1653 the town "Ordered that the share of whale now in controversie between the Widow Talmage and Thomas Talmage" (alas for the old-time Chesterfieldian gallantry) "shall be divided among them as the lot is."§ In the early deeds of the town the Indian grantors were to be allowed the fins and tails of all drift-whales; and in the deed of Montauk Island and Point, the Indians and whites were to be equal sharers in these prizes.|| In 1672 the towns of Easthampton, Southampton, and Southwold presented a memorial to the court at Whitehall "setting forth that they have spent much time and paines, and the greatest part of their Estates, in settling the trade of whale-fishing in the adjacent seas, *having endeavoured it above these twenty yeares*, but could not bring it to any perfection till within these 2 or 3 yeares last past. And it now being a hopefull trade at New Yorke, in America, the Governor and the Dutch there do require ye Petitioners to come under their patent, and lay very heavy taxes upon them beyond any of his Ma^{ties} subjects in New England, and will not permit the petitioners to have any deputys in Court,¶ but being chiefe, do impose what Laws they please upon them, and insulting very much over the Petitioners threaten to cut down their timber which is but little they have to Casks for oyle, altho' the Pet^{rs} purchased their landes of the Lord Sterling's deputy, above 30 yeares since, and have till now under the Government and Pat-

* *Ibid.*, p. 184.

† *Ibid.*, p. 183.

‡ Bi-Centennial Address at Easthampton, 1850, by Henry P. Hedges, p. 8.

§ *Ibid.*, p. 8.

|| *Ibid.*

¶ In this petition is an early assertion of the twinship of taxation and representation, for which Massachusetts and her offshoots were ever strenuous.

ent of Mr. Winthrop, belonging to Conitycut Patent, which lyeth far more convenient for ye Petitioners assistance in the aforesaid Trade." They desire, therefore, either to continue under the Connecticut government, or to be made a free corporation. This petition was referred to the "Council on Foreign Plantations."

This would make the commencement of this industry date back not far from the year 1650. In December, 1652, the directors of the Dutch West India Company write to Director General Peter Stuyvesant, of New York: "In regard to the whale fishery we understand that it might be taken in hand during some part of the year. If this could be done with advantage, it would be a very desirable matter, and make the trade there flourish and animate many people to try their good luck in that branch.*" In April, (4th,) 1656, the council of New York "received the request of Hans Jongh, soldier and tanner, asking for a ton of train-oil or *some of the fat of the whale lately captured.*†

In April, 1669, Mr. Samuel Mavericke writes to Colonel Nicolls:‡

"On ye East end of Long Island there were 12 or 13 whales taken before ye end of March, and what since wee heare not; here are dayly some seen in the very harbour, sometimes within Nutt Island. Out of the Pinnace the other week they struck two, but lost both, the iron broke in one, the other broke the warpe.§ The Governor hath encouraged some to follow this designe. Two shallops made for itt, but as yett wee doe not heare of any they have gotten."

In 1672, the town of Southampton passed an order for the regulation of whaling, which, in the latter part of the year, received the following confirmation from Governor Lovelace: "Whereas there was an ordinance made at a Towne-Meeting in South Hampton upon the Second Day of May last relating to the Regulation of the Whale fishing and Employment of the Indyans therein, wherein particularly it is mentioned. That whosoever shall Hire an Indyan to go a-Whaling, shall not give him for his Hire above one Trucking Cloath Coat, for each whale, hee and his Company shall Kill, or halfe the Blubber, without the Whale Bone under a Penalty therein exprest: Upon Considerac'on had there-upon, I have thought good to Allow of the said Order, And do hereby Confirm the same, untill some inconvenience therein shall bee made appeare, And do also Order that the like Rule shall bee followed at East Hampton and other Places if they shall finde it practicable amongst them.

"Given under my hand in New Yorke, the 28th of Novemb'r, 1672.

[Sign.]

"FRAN: LOVELACE."||

* N. Y. Col., MSS., vi, p. 75.

† N. Y. Col., MSS., vi, p. 354.

‡ N. Y. Col., Rec. iii, p. 163.

§ It would seem by this that as early as 1669 American whalemen were accustomed to fasten to the whale with their line.

|| N. Y. Col., MSS.

Upon the same day that the people of Southampton passed the foregoing order, Governor Lovelace also issued an order citing that in consequence of great abuse to his Royal Highness in the matter of drift-whales upon Long Island, he had thought fit to appoint Mr. Wm. Osborne and Mr. John Smith, of Hempstead, to make strict inquiries of Indians and English in regard to the matter.*

It was early found to be essential that all important contracts and agreements, especially "between the English and Indians relating to the killing of whales should be entered upon the town books, and signed by the parties in presence of the clerk and certified by him. Boat-whaling was so generally practiced and was considered of so much importance by the whole community, that every man of sufficient abilities in the town was obliged to take his turn in watching for whales from some elevated position on the beach, and to sound the alarm on one being seen near the coast."† In April, (2d,) 1668, an agreement was entered on the records of Easthampton, binding certain Indians of Montauket in the sum of £10 sterling to go to sea, whaling, on account of Jacobus Skallenger and others, of Easthampton, beginning on the 1st of November and ending on the 1st of the ensuing April, they engaging "to attend dilligently with all opportunitie for ye killing of whales or other fish, for ye sum of three shillings a day for every Indian: ye sayd Jacobus Skallenger and partners to furnish all necessarie craft and tackling convenient for ye designe." The laws governing these whaling-companies were based on justice rather than selfishness. Among the provisions was one passed January 4, 1669, whereby a member of one company finding a dead whale killed by the other company was obliged to notify the latter. A prudent proviso in the order was that the person bringing the tidings should be well rewarded. If the whale was found at sea, the killers and finders were to be equal sharers. If irons were found in the whale, they were to be restored to the owners.‡ In 1672, John Cooper desired leave to employ some "strange Indians" to assist him in whaling, which leave was granted;§ but these Indian allies required tender handling, and were quite apt to ignore their contracts when a fair excuse could be found, especially if their hands had already closed over the financial consideration. Two or three petitions relating to cases of this kind are on file at New York. One of them is from "Jacob Skallenger, Stephen Hand, James Loper and other adjoined with them in the Whale Designe at Easthampton," and was presented in 1675. It sets forth that they had associated together for the purpose of whaling, and agreed to hire twelve Indians and man two boats. Having seen the natives yearly employed both by neighbors and those in surrounding towns, they thought there could be no objec-

* N. Y. Col., MSS., General Entries iv, p. 123, Francis Lovelace.

† Howell's Southampton.

‡ This code was very similar to that afterward adopted in the Massachusetts Bay.

§ N. Y. Col. MSS.; General Entries, iv, p. 235.

tion to their doing likewise. Accordingly, they agreed in June with twelve Indians to whale for them during the following season. "But it fell out soe that foure of the said Indians (competent & experienced men) belonged to Shelter-Island whoe with the rest received of your petition^{rs} in pt. of their hire or wages 25*s*. a peece in hand at the time of the contract, as the Indian Custome is and without which they would not engage themselves to goe to Sea as aforesaid for your Petition^{rs}." Soon after this there came an order from the governor requiring, in consequence of the troubles between the English and the aborigines, that all Indians should remain in their own quarters during the winter. "And some of the towne of Easthampton wanteing Indians to make up theire crue for whaleing they take advantage of your hon^{rs} s^d Ordre thereby to hinder your petition^{rs} of the said foure Shelter-Island Indians. One of ye Overseers being of the Company that would soe hinder your petition^{rs}. And Mr. Barker warned yo^r petition^{rs} not to entertaine the said foure Indians without licence from your hon^r. And although some of your petitioners opposites in this matter of great weight to them seek to prevent yo^r petition^{rs} from haveing those foure Indians under pretence of zeal in fullfilling y^r hon^{rs} order, yet it is more then apparent that they endeavor to break yo^r petition^{rs} Company in y^t maner that soe they themselves may have opportunity out of the other eight Easthampton Indians to supply theire owne wants." After representing the loss liable to accrue to them from the failure of their design and the inability to hire Easthampton Indians, on account of their being already engaged by other companies, they ask relief in the premises,* which Governor Andross, in an order dated November 18, 1675, grants them, by allowing them to employ the aforesaid Shelter-Island Indians.†

Another case is that of the widow of one Cooper, who in 1677 petitions Andross to compel some Indians who had been hired and paid their advance by her late husband to fulfill to her the contract made with him, they having been hiring out to other parties since his decease.‡

The trade in oil from Long Island early gravitated to Boston and Connecticut, and this was always a source of much uneasiness to the authorities at New York. The people inhabiting Easthampton, Southampton, and vicinity, settling under a patent with different guarantees from those allowed under the Duke of York, had little in sympathy with that government, and always turned toward Connecticut as their natural ally and Massachusetts as their foster mother. Scarcely had what they looked upon as the tyrannies of the New York governors reduced them to a sort of subjection when they were assailed by a fresh enemy. A sudden turn of the wheel of fortune brought them, in 1673, a second time under the control of the Dutch. During this interregnum, which lasted from July, 1673, to November, 1674, they were summoned, by their then

* N. Y. Col. MSS., xxv, Sir Ed. Andross, p. 41.

† Warrants, Orders, Passes, &c., 1674-1679, p. 161.

‡ N. Y. Col. MSS., xxvi, p. 153.

conquerors, to send delegates to an assembly to be convened by the temporary rulers. In reply the inhabitants of Easthampton, Southampton, Southold, Seatoocook, and Huntington returned a memorial setting forth that up to 1664 they had lived quietly and prosperously under the government of Connecticut. Now, however, the Dutch had by force assumed control, and, understanding them to be well disposed, the people of those parts proffer a series of ten requests. The ninth is the particular one of interest in this connection, and is the only one not granted. In it they ask, "That there be free liberty granted ye 5 townes aforesd for ye procuring from any of ye united Collonies (without molestation on either side :) warpes, irons or any other necessaries ffor ye comfortable carrying on the whale design." To this reply is made that it "cannot in this conjunction of time be allowed." "Why," says Howell,* "the Council of Governor Colve chose thus to snub the English in these five towns in the matter of providing a few whale-irons and necessary tackle for capturing the whales that happened along the coast, is inconceivable;" but it must be remembered that the English and Dutch had long been rivals in this pursuit, even carrying their rivalry to the extreme of personal conflicts. The Dutch assumed to be, and practically were, the factors of Europe in this business at this period, and would naturally be slow to encourage any proficiency in whaling by a people upon whom they probably realized that their lease of authority would be brief. Hence, although they were willing to grant them every other right in common with those of their own nationality, maritime jealousy made this one request impracticable. How the people of Long Island enjoyed this state of affairs is easy to infer from their petition of 1672. The oppressions alike of New York governors and Dutch conquerors could not fail to increase the alienation that difference of habits, associations, interests, and rights had implanted within them. Among other arbitrary laws was one compelling them to carry all the oil they desired to export to New York to be cleared, a measure which produced so much dissatisfaction and inconvenience that it was beyond a doubt "more honored in the breach than in the observance." At times some captain, more scrupulous than the rest, would obey the letter of the law or procure a remission of it. Thus, in April, 1678, Benjamin Alford, of Boston, in New England, merchant, petitioned Governor Brockholds for permission to clear with a considerable quantity of oil that he had bought at Southampton, directly from that port to London, he paying all duties required by law. This he desires to do in order to avoid the hazard of the voyage to New York and the extra danger of leakage thereby incurred. He was accordingly allowed to clear as he desired.†

* Hist. of Southampton, p. 62.

† N. Y. Col. MSS., xxvii, pp. 65, 66. Accompanying the order is a blank clearance reading as follows: "Permitt & suffer the good ——— of ——— A. B. Commander, bound for the Port of London in Old England to passe from the Harbo^r at the North-Sea near South^{en} at the East End of Long Isl. with her loading of Whale Oyl &

In 1684 an act for the "Encouragement of trade and Navigation" within the province of New York was passed, laying a duty of 10 per cent. on all oil and bone exported from New York to any other port or place except directly to England, Jamaica, Barbadoes, or some other of the Caribbean Islands.

In May, 1688, the Duke of York instructs his agent, John Leven, to inquire into the number of whales killed during the past six years within the province of New York, the produce of oil and bone, and "about his share."* To this Leven makes reply that there has been no record kept, and that the oil and bone were shared by the companies killing the fish. To Leven's statement, Andross, who is in England defending his colonial government, asserts that all those whales that were driven ashore were killed and claimed by the whalers or Indians.†

In August, 1688, we find the first record of an intention to obtain sperm oil. Among the records in the State archives at Boston is a petition from Timotheus Vanderuen, commander of the brigantine *Happy Return*, of New Yorke, to Governor Andross, praying for "Licence and Permission, with one Equipage Consisting in twelve mariners, twelve whalemén and six Diuers—from this Port, upon a fishing design about the Bohames Islands, And Cap florida, for sperma Coeti whales and Racks: And so to returne for this Port."‡ Whether this voyage was ever undertaken or not we have no means of knowing, but the petition is conclusive evidence that there were men in the country familiar even then with some of the haunts of the sperm whale and with his capture.

Francis Nicholson, writing from Fort James, December, 1688, says: "Our whalers have had pretty good luck, killing about Graves End three large whales. On the East End aboute five or six small ones."§ During this same year the town of Easthampton being short of money, debtors were compelled to pay their obligations in produce, and in order to have some system of exchange the trustees of the town "being Legally met March 6, 1688-9 it was agreed that this year's Towne rate should be held to be good pay if it be paid as Follows :

	£.	s.	d.
" Dry merchantable hides att.....	0	0	6
" Indian Corn	0	3	0
" Whale Bone 3 feet long and upwards.....	0	0	8."||

Whalebone without any manner of Lett Hindrance or Molestaçon, shée having beene cleared by order from the Custom house here & given security accordingly. Given under my hand in N. Y. this 20th day of April in the 30th yeare of his Ma^{ties} raigne A^o Dom ini 1678.

"To all his Ma^{ties} Offic^{rs} whom this may Concerne."

* N. Y. Col. Records, lii, p. 282.

† *Ibid.*, p. 311.

‡ Mass. Col. MSS., Usurpation, vi, p. 126.

§ *Ibid.*, iv, p. 303.

|| Bi-Centennial Address at Easthampton, p. 41.

The first whaling expedition in Nantucket "was undertaken," says Macy,* "by some of the original purchasers of the island; the circumstances of which are handed down by tradition, and are as follows: A whale, of the kind called 'scragg,' came into the harbor and continued there three days. This excited the curiosity of the people, and led them to devise measures to prevent his return out of the harbor. They accordingly invented and caused to be wrought for them a harpoon, with which they attacked and killed the whale. This first success encouraged them to undertake whaling as a permanent business; whales being at that time numerous in the vicinity of the shores."

In 1672 the islanders, evidently desirous of making further progress in this pursuit, recorded a memorandum of a proposed agreement with → one James Loper, in which it is said that the said James & doth Ingage to carry on a Designe of Whale Catching on the Island of Nantucket that is to say James Ingages to be a third in all Respects, and som of the Town Ingages also to carry on the other two thirds with him in like manner—the town doth also consent that first one company shall begin, and afterwards the rest of the freeholders or any of them have Liberty to set up another Company provided they make a tender to those freeholders that have no share in the first company and if any refuse the rest may go on themselves, and the town doth engage that no other Company shall be allowed hereafter; also, whoever kill any whales, of the Company or Companies aforesaid, they are to pay to the Town for every such whale five shillings and for the Incoragement of the said James Loper the Town doth grant him ten acres of Land in some Convenant place that he may chuse in (Wood Land Except) and also liberty for the commonage of three cows and Twenty sheep and one horse with necessary wood and water for his use, on Conditions that he follow the trade of whalling on this Island two years in all seasons thereof beginning the first of March next Insuing; also he is to build upon his Land and when he leaves Inhabiting upon this Island then he is first to offer his Land to the Town at a valuable price and if the Town do not buy it he may sell it to whom he please; the commonage is granted only for the time of his staying here.†← At the same meeting John Savidge had a

* Hist. Nantucket, p. 28.

→† There are most excellent reasons for concluding that Loper never went to Nantucket. "When the parties to whom grants were made settled there, their lots were surveyed and laid out to them and the survey recorded. In Loper's case no after-mention occurs of him in any place or manner, and in the list of proprietors and their grants, made up in 1674, and forwarded to New York, his name is not mentioned. Notwithstanding the islanders, in their desire to honor and perpetuate his name, called two of their ships after him, those who are best judges in the matter concede that he never had a residence there. One James Loper (or Looper) resided at Easthampton and carried on whaling from there prior to 1675 (see petition of Shallenger, Hand & Loper). Undoubtedly this is the man referred to in the Nantucket records. Up to the year 1678, however, he still owned property in Easthampton. In regard to the Loper mentioned by Felt (Annals of Salem, p. 223), and who has been supposed (see Savage's

grant made to him, upon condition that he took up his residence on the island for the space of three years, and also that he should "follow his trade of a cooper upon the island as the Town or whale Company have need to employ him." Loper beyond a doubt never improved this opportunity offered him of immortalizing himself, but Savidge did, and a perverse world has, against his own will, handed down to posterity the name of Loper, who did not come, while it has rather ignored that of Savidge, who did remove to that island.

The history of whaling upon Nantucket from that time until 1690 is rather obscure. † There is a tradition among the islanders that in this year several persons were standing upon what was afterward known as Folly House Hill, observing the whales spouting and sporting in the sea. One of these people, pointing to the ocean, said to the others: "There is a green pasture, where our children's grandchildren will go for bread."* It would be a matter of interest to know the name of the individual to whom this prophetic vision was revealed, but tradition is almost always lame somewhere. In 1690 the people of Nantucket, "finding that the people of Cape Cod had made greater proficiency in the art of whale-catching than themselves," sent thither and employed Ichabod Paddock to remove to the island and instruct them in the best method of killing whales and obtaining the oil.† Judging from subsequent events, he must have come and proved himself a good teacher and they most admirable pupils.

The earliest mention of whales at Martha's Vineyard occurs in November, 1652, when Thomas Daggett and William Weeks were appointed "whale cutters for this year." The ensuing April it was "Ordered by the town that the whale is to be cut out freely, four men at one time, and four at another, and so every whale, beginning at the east end of the town." In 1690 Mr. ‡ Sarson and William Vinson were appointed by "the proprietors of the whale" to oversee the cutting and sharing of all whales cast on shore within the bounds of Edgartown, "they to have as much for their care as one cutter."

genealogical dictionary) to be the one spoken of, the petition (Mass. Col. MSS., Usurpation, ii, p. 136) gives his name as *Jacobus Loper*, and it is by this name alone he is known. Thus in 1686 the constable of Eastham was ordered to attach *Jacobus Loper* to find sureties for good behavior and appearance at the next court, and at the October term *Jacobus Loper* was acquitted of a criminal charge. In no place does the Latin name undergo a change, and accompanying circumstances would scarcely seem to imply that the appellation was ever intended to be James. On the contrary the Nantucket document plainly says James, as also do the MSS. relating to Easthampton, and in no place is the Latinized form used.

* Macy's Nantucket, p. 33.

† Macy's Nantucket, pp. 29-30. No record exists of this save in the form of tradition, but many circumstances give it an appearance of far greater probability than the story concerning Loper. Among other things, it is related as an historical fact by Zaccheus Macy (Mass. Hist. Soc., Col. iii, p. 155), who died in 1797, aged 83 years, and hence was cotemporary with some of the men living in Paddock's time. He, however, makes no mention of Loper.

‡ Richard L. Pease, esq., in Vineyard Gazette.

In 1692 came the inevitable dispute of proprietorship. A whale was cast on shore at Edgartown by the proprietors, "seized by Benjamin Smith and Mr. Joseph Norton in their behalf," which was also claimed by "John Steel, harpooner, on a whale design, as being killed by him." It was settled by placing the whale in the custody of Richard Sarson, esq., and Mr. Benjamin Smith, as agents of the proprietors, to save by trying out and securing the oil; "and that no distribution be made of the said whale, or effects, till after fifteen days are expired after the date hereof, that so such persons who may pretend an interest or claim, in the whale, may make their challenge; and in case such challenge appear sufficient to them, then they may deliver the said whale or oyl to the challenger; otherwise to give notice to the proprietors, who may do as the matter may require."

Mr. Felt, in his *History of Salem*,* says that James Loper, of that town, in 1688, petitioned the colonial government of Massachusetts for a patent for making oil. In his petition Loper represents that he has been engaged in whale-fishing for twenty-two years.

On the 12th of March, 1692, John Higginson and Timothy Lindall, of Salem, wrote to Nathaniel Thomas: "We have been jointly concerned in severall whale voyages at Cape Cod, and have sustained greate wrong and injury by the unjust dealing of the inhabitants of those parts, especially in two instances: ye first was when Woodbury and company, in our boates, in the winter of 1690, killed a large whale in Cape Cod harbour. She sank and after rose, went to sea with a harpoon, warp, etc. of ours, which have been in the hands of Nicholas Eldredge. The second case is this last winter, 1691. William Edds and company, in one of our boates, struck a whale, which came ashore dead, and by ye evidence of the people of Cape Cod was the very whale they killed. The whale was taken away by Thomas Smith, of Eastham, and unjustly detained."†

Nor was the art of whaling unknown or unpracticed by our Canadian neighbors in these early years, for M. de Denonville writes to M. de Seignelay, in 1690, that the Canadians are adroit in whaling, and that the "last ships have brought to Quebec, from Bayonne, some harpooners for Sieur Riverin."‡

* Vol. ii, p. 224.

† *Ibid.*

‡ *Memoir on Acadia, &c.*, N. Y. Col. Rec., ix, pp. 444-5. Holmes, in his "American Annals" (vol. i, p. 133), says: "Other English ships went this year (1593) to Cape Breton. This is the first mention, that we find, of the whale-fishery by the English. Although they found no whales in this instance, yet they discovered on an island eight hundred whale fins where a Biscay ship had been three years before; and this is the first account we have of whale fins or whale bone by the English." So it appears that for a long term of years Canadian waters were the whaleman's garden.

C.—1700 TO 1750.

NANTUCKET ; LONG ISLAND ; CAPE COD ; SALEM ; BOSTON ; RHODE ISLAND ; MARTHA'S VINEYARD, ETC.

Immediately after the commencement of the eighteenth century the town of Sherburne,* on the island of Nantucket, advanced rapidly to the front rank among whaling ports. So plentiful was their prey almost at their very doors, as it were, that no difficulty was at first experienced by the islanders in obtaining all the oil they desired without going out of sight of land. "The south side of the island," says a writer,† "was divided into four equal parts, and each part was assigned to a company of six, which, though thus separated, still carried on their business in common. In the middle of this distance" (of about three and a half miles to each division) "they erected a mast, provided with a sufficient number of rounds, and near it they built a temporary hut where five of the associates lived, whilst the sixth from his high station carefully looked toward the sea, in order to observe the spouting of whales." When one was seen, the boats were launched and the chase commenced. Sometimes, in pleasant weather, the whalers would venture nearly out of sight of land. A capture once made, the whale was towed ashore and the blubber "saved" after the manner of cutting in on board a vessel. Try-works were erected on the beach, and the blubber, after being cut up and sliced, was subjected to the process of "trying out." These try-works were used for many years after exclusive shore-fishing had ceased, the blubber of the whales captured at sea being cut up into square pieces and stowed into casks on board of the vessels. On the return home this product was removed to the try-houses and the oil extracted. This was substantially the method of carrying on the fishery all along the coast. As the natural consequence of long-continued practice, the inhabitants of Nantucket soon acquired great dexterity in the pursuit. Says St. John : "These people are become superior to any other whalers."‡ In this business many Indians were employed, each boat's crew being manned in part, some wholly, by aborigines, the most active among them being promoted to steersmen, and even at times one of them being allowed to command a boat. Under the stimulus of this

* So called prior to 1795 ; since then better known as Nantucket.

† Letters from an American farmer, J. Hector St. John Crevecoeur. Within the past twenty five years, when whales were seen off Southampton, the alarm was sounded by means of a horn and boats were hastily manned in pursuit, and to the present day boats and whaling craft are kept in readiness to start in pursuit of whales at a moment's warning.

‡ J. Hector St. John de Crevecoeur. "Letters of an American Farmer." (Published 1782.) It is a somewhat disputed question whether St. John ever visited Nantucket or not. If he never did, his description of customs, &c., is remarkably accurate for hearsay evidence.

encouragement they soon became experienced whalers and conversant with all the details of the business.*

The first sperm whale taken by Nantucket whalers was captured by Christopher Hussey, about the year 1712, and the capture, destined to effect a radical change in the pursuit of this business, was the result of an accident. "He was cruising," says Macy,† "near the shore for Right whales, and was blown off some distance from the land by a strong northerly wind, where he fell in with a school of that species of whales, and killed one and brought it home. * * * * This event gave new life to the business, for they immediately began with vessels of about thirty tons to whale out in the 'deep,' as it was then called, to distinguish it from shore whaling. They fitted out for cruises of about six weeks, carried a few hogsheads, enough probably to contain the blubber of one whale, with which, after obtaining it, they returned home. The owners then took charge of the blubber, and tried out the oil, and immediately sent the vessels out again."‡ In 1715 Nantucket had six sloops engaged in this fishery, producing oil to the value of £1,100 sterling, the shore fishery being, in the mean time, still continued. There was no perceptible diminution in the number of whales taken from along the coast for quite a number of years after the establishment of the fishery.

In 1720 the inhabitants of Nantucket made a small shipment of oil to London in the ship *Hanover*, of Boston, William Chadder, master.§

* Macy's Hist., p. 30.

† *Ibid.*, p. 36.

‡ The first sperm whale known to Nantucket "was found dead, and ashore, on the southwest part of the island. It caused considerable excitement, some demanding a part of the prize under one pretence, some under another, and all were anxious to behold so strange an animal. There were so many claimants of the prize, that it was difficult to determine to whom it should belong. The natives claimed the whale because they found it" (not a bad reason surely); "the whites, to whom the natives made known their discovery, claimed it by a right comprehended, as they affirmed, in the purchase of the island." (Ah! what lawyers they must have been!) "An officer of the crown" (here steps in the lion) "made his claim, and pretended to seize the fish in the name of His Majesty, as being property without any particular owner. * * * * It was finally settled that the white inhabitants who first found the whale, should share the prize equally amongst themselves." (Alas for royalty, and alas for the finders!). The teeth, considered very valuable, had been prudently taken care of by a white man and an Indian before the discovery was made public. The decision in regard to ownership certainly justified their precaution. This compromise made, the whale was cut up and the oil extracted. What the amount of it was is unknown. "The sperm procured from the head was thought to be of great value for medical purposes. It was used both as an internal and an external application; and such was the credulity of the people, that they considered it a certain cure for all diseases; it was sought with avidity, and, for a while, was esteemed to be worth its weight in silver."—(Macy's Hist.)

§ "Shipped by the grace of God, in good order and well conditioned, by Paul Starbuck, in the good ship called the *Hanover*, whereof is master under God for the present voyage, William Chadder and now riding in the harbour of Boston, and by God's grace bound for London; to say:—six barrels of

Whether this was the first adventure of this kind or not we have no means of ascertaining, and we are in a similar state of uncertainty in regard to its success. As the fishery became more important, and vessels were used, it became necessary to select the site where there was the best harbor, and the location where the town of Nantucket now stands was selected.* As the number of vessels increased it was also found necessary to replace the old landing-places, which at best were only temporary, and often destroyed by winter storms, with more substantial wharves, and accordingly, in 1723, the "Straight" wharf was built.† At this time the usual custom in winter was to haul the vessels and boats up on shore, as being safer and less expensive than lying at the wharf. The boats were placed bottom upwards and lashed together to prevent accidents in gales of wind, and the whaling "craft" was carefully stored in the warehouses. In the early days of whaling each vessel carried two boats, one of which seems to have been held in reserve in case of accident to the one lowered for whales.

In 1730 Nantucket employed in the fishery twenty-five vessels of from traine oyle, being on the proper account & risque of Nathaniel Starbuck, of Nantucket, and goes consigned to Richard Partridge merchant in London.

[Prin. Paid.] Being marked & numbered as in the margin & to be delivered in like good order & well conditioned at the aforesaid port of London (The dangers of the sea only excepted) unto Richard Partridge aforesaid or to his assignees, He or they paying Freight for said goods, at the rate of fifty shillings per tonn, with primage & average accustomed.

"In witness whereof the said Master or Purser of said Ship hath affirmed to Two Bills of Lading all of this Tener and date, one of which two Bills being Accomplished, the other to stand void.

"And so God send the Good Ship to her desired Port in safety. Amen!

"Articles & contents unknown to—

"(Signed)

WILLIAM CHADDER.

"Dated at Boston the 7th 4th mo. 1720."

(From original bill of lading in possession of F. C. Sanford, esq.)

* The place first settled was at Maddekot, at the west end of the island. According to the records in the state-house at Boston, the following vessels were registered as belonging to Nantucket up to the year 1714: April 28, 1698, Richard Gardner, trader, registers sloop Mary, 25 tons, built in Boston, 1694; August 11, James Coffin, trader, registers sloop Dolphin, 25 tons, built in Boston, 1697; September 1, Richard Gardner, mariner, registers sloop Society, 15 tons, built in Salem, 1695; April 4, 1710, Peter Coffin, registers sloop Hope, 40 tons, built in Boston, 1709; April 24, 1711, Silvanus Hussey, sloop Eagle, 30 tons, built at Scituate, 1711; July 30, 1713, Silvanus Hussey, sloop Bristol, 14 tons, built at Tiverton, 1711; April 27, 1713, Abigail Howse, sloop Thomas, 12 tons, built at Newport, R. I., 1713; May 4, 1714, Ebenezer Coffin, sloop Nonsuch, 25 tons, built at Boston, 1714. (The Nonsuch is registered as of Boston; Coffin, however, was of Nantucket); 1714, Geo. Coffin, sloop Speedwell, 25 tons, built at Charlestown. This, then, was the character of their vessels up to 1715; among them the Hope, of 40 tons, was a very giant.

In 1732, however, the size had very greatly increased, for by a petition (Mass. Col. MSS. Maritime, v, p. 510), it appears that Isaac Myrick built at Nantucket a snow of 118 tons.

† Macy's Hist., p. 37. According to the Boston News Letter, European advices of August 3, 1724, reported that the Emperor of Russia had ordered the directors of the India Company "newly erected there" to get twelve vessels ready against the opening

33 to 50 tons burden each, and the returns were about 3,700 barrels of oil, worth, at £7 per ton, £3,200. Holmes says: * "The whale-fishery on the North American coasts must, at this time" (1730), "have been very considerable; for there arrived in England from these coasts, about the month of July, 154 tons of train and whale oil, and 9,200 of whale bone." At this time there were nearly five hundred ships, manned by four thousand sailors, engaged in foreign traffic from Massachusetts.†

The culminating point of shore-whaling at Nantucket was probably reached in 1726. During that year there were 86 whales taken by boats, and the Coffins and Gardners, the Folgers, the Husseys, the Swains and Paddacks, the progenitors of that race of men who carried the name and fame of the little island of Nantucket to every accessible port on the globe, are chief among those who gathered this harvest.‡

The first recorded loss of a whaling-vessel from the island occurred in 1724, when a sloop, of which Elisha Coffin was master, was lost at sea with all on board.§ The second loss was that of another sloop, Thomas

of the spring, to sail for the Greenland whaling-ground, promising to them both protection and monopoly, "by which it will be prohibited, under severe penalties, to bring for the future any Oil or Whalebone into any Part of His Majesty's Dominions from Foreign Countries." Early in 1725 the directors of the English South Sea Company ordered 12 more ships for whaling in these seas. (The inference is that as early at least as the previous year, 1724, the company had vessels there.) Under date of London, July 24, 1725, the ships are reported all returned. The English ships took 25 whales, producing 1,000 puncheons of blubber and oil and 26 tons of fins, worth £450 per ton. In the Dutch fishery, the Hollanders, with 144 ships took 240 whales; the Hamburgers with 43 ships took 463 whales; the Bremeese with 23 ships took 29 whales; the Bergenese with 2 ships took none, and two other ships returned empty. In the spring of 1726, Sweden also looked with longing eyes upon this pursuit, and designed sending twelve ships in the summer of that year to Greenland.

* American Annals, i, p. 126.

† *Ibid.*

‡ The names of the parties (probably captains of boats or vessels), with the number of whales taken by each, may be of interest in this connection: John Swain took 4, Andrew Gardner 4, Jonathan Coffin 4, Paul Paddack 4, Jas. Johnston 5, Clothier Pierce 3, Sylvanus Hussey 2, Nathan Coffin 4, Peter Gardner 4, Wm. Gardner 2, Abishai Folger 6, Nathan Folger 4, John Bunker 1, Shaubael Folger 5, Shubael Coffin 3, Nath'l Allen 3, Edw'd Heath 4, Geo. Hussey 3, Benj. Gardner 3, Geo. Coffin 1, Rich'd Coffin 1, Nath'l Paddack 2, Jos. Gardner 1, Matthew Jenkins 3, Bartlett Coffin 4, Daniel Gould 1, Ebenezer Gardner 4, ——— Staples 1; total 86. The largest number of whales taken in one day was eleven. In the New England Weekly Journal of December 21, 1730, appears an advertisement, informing the public that there has been "Just Reprinted, The Wonderful Providence of God, Exemplified in the Preservation of William Walling who was drove out to Sea from Sandy Hook near New York in a leaky Boat, and was taken up by a Whaling Sloop & brought to Nantucket after he had floated on the Sea eight Days without Victuals or Drink." In 1732, according to a petition in the Mass. Col. MSS. (Maritime, iv, p. 510), a vessel of 118 tons burden was built at Nantucket, the ruling price being then £8 5s. per ton.

§ Zaccheus Macy, in a brief sketch of Nantucket, published in vol. iii of the Mass. Hist. Soc.'s Coll., says (p. 157) that up to 1760 no man had been killed or drowned while whaling, and this error Obed Macy, in his History of Nantucket, perpetuates. It must have been intended by the former to include only shore-whaling, since prior to the

Hathaway master, in 1731. These losses were a serious matter for a small whaling-port, where nearly all the inhabitants were related by birth or marriage. In the year 1742 still another sloop, commanded by Daniel Paddack, was lost while on a whaling-voyage, with all on board.

An increase in the business brought with it an increase in the number and size of the vessels employed. Schooners were added, and the size of the vessels increased to between 40 and 50 tons. Whales began to grow scarce in the vicinity of the shore, and still larger vessels were put into the service and sent to the "southward" as it was termed, cruising on that ground till about the first of July, when they returned, refitted, and cruised to the eastward of the Grand Bank during the remainder of the whaling season, unless, as was often the case, they filled sooner. Vessels for this service were generally "sloops of 60 or 70 tons; their crews were made up, in part, of Indians,"* there being generally from four to eight natives to each vessel.

But the time came when Nantucket did not furnish men enough to man the whaling-vessels which the islanders desired to fit out, and Cape Cod, and even Long Island, were called in to supply the deficiency of seamen. It naturally occurred that, with the limited colonial demand, the business became at times overdone, the market glutted, and what oil was sold was disposed of at too low a price to be as remunerative as the islanders thought it should be. The people began to think of another market. For a series of years they had made Boston their factor, selling there their oil and drawing from thence their supplies.† Probably

period named at least nine vessels with their crews had been lost, and these facts must have been well known to him. There is on file at the State-house in Boston (Domestic Relations, vol. 1, p. 181), a petition to the general court from Dinah Coffin, of Nantucket, setting forth that "her Husband, Elisha Coffin did on the Twenty Seventh Day of April Anno Dom: 1722 Sail from sd Island of Nantucket in a sloop: on a whaling trip intending to return in a month or six weeks at most, And Instantly a hard & dismall Storm followed; which in all probability Swallowed him and those with him up: for they were never heard of." She prays that she may now (1724) be allowed to marry again.

* Zaccheus Macy writes (Mass. Hist. Soc. Coll., iii, p. 157), "It happened once, when there were about thirty boats about six miles from the shore, that the wind came round to the northward, and blew with great violence, attended with snow. The men all rowed hard, but made but little headway. In one of the boats were four Indians and two white men. An old Indian in the head of the boat, perceiving that the crew began to be disheartened, spake out loud in his own tongue and said, '*Monadichator auqua sarahkee sarnkee pinchee eynoo sememoochkee chaquanks wiichee pinchee eynoo*;' which in English is, 'Pull ahead with courage; do not be disheartened; we shall not be lost now; there are too many Englishmen to be lost now.' His speaking in this manner gave the crew new courage. They soon perceived that they made headway; and after long rowing they all got safe on shore." In 1744 a Nantucket Indian struck a blackfish, and was caught by a foul line and carried down and drowned.—(Boston News-Letter.)

† It would be inferred that the shipment made in 1720 did not prove entirely satisfactory. The Boston News-Letter reports that Captain Churchman arrived at Portsmouth, Eng., December 8, 1729, from New England for London, with a cargo of logwood and oil.

had their oil commanded the price which they considered it should have brought, this state of affairs might long have continued, but such was not the case. "It was found," says Macy,* "that Nantucket had in many places become famed for whaling, and particularly so in England, where partial supplies of oil had been received through the medium of the Boston trade. The people, finding that merchants in Boston were making a good profit by first purchasing oil at Nantucket, then ordering it to Boston, and thence shipping it to London, determined to secure the advantages of the trade to themselves, by exporting their oil in their own vessels. They had good prospects of success in this undertaking, yet, it being a new one, they moved with great caution, for they knew that a small disappointment would lead to embarrassments that would, in the end, prove distressing. They, therefore, loaded and sent out one vessel, about the year 1745. The result of this small beginning proved profitable, and encouraged them to increase their shipments by sending out other vessels. They found, in addition to the profits on the sales, that the articles in return were such as their business required, viz, iron, hardware, hemp, sailcloth, and many other goods, and at a much cheaper rate than they had hitherto been subjected to." This naturally gave renewed life to the enterprise, and induced the fitting of new vessels and the development of new adventurers. The sky was not always fair, not every voyage proved remunerative, but the business as a whole steadily increased in importance and profit. At about this time (1746), according to Macy's History, whaling was commenced by our people in Davis's Straits.†

The transfer of the trade of Long Island to Boston and Connecticut was a source of great uneasiness to the early governors of New York. They were repeatedly stirred up on the subject by the lords of trade in England, but with all their trouble and skill and efforts they were unable to alienate the sympathies of the Long Islanders from those who were their friends both by birth and association. They had but little in common with the New York government, which seemed to them only the symbol of wrong, injustice, and oppression. The governors of that

* Page 51. The Boston News-Letter of October 5, 1738, reports from Nantucket that an Indian plot to fire the English houses and kill the inhabitants of the island, had been disclosed by a friendly Indian. In consequence of the warning the plot had been abandoned, but fears were entertained for the safety of several whaling-vessels which sailed in the spring, and of the crews, of which the natives formed an essential part.

† Page 54. Davis's Straits were visited by whalers as early as 1732, when a Captain Atkins, returning from a whaling voyage thence, brought a Greenland bear. Captain Atkins went as far as 66° north. Among the entries and clearances at the Boston custom-house as recorded in the Boston News-Letter as early as 1737 we find several to and from this locality. Beyond a doubt these vessels are whalers, and in fact some of the names are common in the annals of this industry at Nantucket. The clearances were usually in March or April, and the arrivals from September to November, varying according to the degree of success, the season, &c. In July, 1737, Capt. Atherton Hough took a whale "in the Straits," and in 1739, under date of August 2, the Boston News-Letter says: "There is good Prospect of Success in the *Whale Fishery to Greenland*

province were numerous and tyrannical, and the people had no redress. The boast of one of them that he would tax them so high that they would have no time to think of anything else but paying these duties, seemed to be resolved into a motto adopted by the majority, and the groanings and writhings of the people only seemed to serve as the excuse for another turn of the screws of executive tyranny.

In June, 1703, Lord Cornbury, in a letter to the lords of trade,* speaking of the difficulties the commerce of New York had to contend with from the position of some parts of its territory in relation to Connecticut and Massachusetts, writes that Connecticut fills that part of Long Island with European goods cheaper than New York can, since New York pays a duty which is not assessed by Connecticut; "nor will they" (the inhabitants of the east end of Long Island) "be subject to the Laws of Trade nor to the Acts of Navigation, by which means there has for some time been no Trade between the City of New Yorke and the East end of Long Island, from whence the greater quantity of Whale-oyle comes." He adds that the people are full of New England principles, and would rather trade with Boston, Connecticut, and Rhode Island than with New York.

In 1708, however, under Lord Cornbury, an act was passed for the "Encouragement of Whaling," in which it was provided, 1st, that any Indian, who was bound to go to sea whale-fishing, should not "at any time or times between the First Day of *November* and the Fifteenth Day of *April* following, yearly, be sued arrested, molested, detained or kept out of that Employment by any person or persons whatsoever, pretending any Contract, Bargain Debt or Dues unto him or them except and only for or concerning any Contract, *Debt* or *Bargain* relating to the Undertaking and Design of the Whale-fishing and not otherwise under the penalty of paying treble Costs to the Master of any such Indian or Indians so to be sued, arrested, molested or detained." Section 2 provided that "if any person or persons shall purchase, take to pawn or anyways get or receive any Cloathing, Gun or other Necessaries that his Master shall let him, from any such Indian or Indians or suffer any such Indian to be drinking or drunk in or about their Houses, when they should be at Sea, or other business belonging to that

this Year, for several vessels are come in already, deeply laden, and others expected." This is not mentioned as by any means an extraordinary circumstance, and when it is remembered that the English had already pursued the whale in those seas for fifteen years, and at that time had some forty or fifty ships there engaged in this pursuit, it would scarcely be likely to excite surprise.

In 1744, a whale 40 feet long was found ashore on Nantucket, by three men, who, for lack of more proper instruments, killed it with their jack-knives. (News-Letter October 4.)

* N. Y. Col. Rec. iv, p. 1058. An order was passed in the New York Council, March 2, 1702, directing Thomas Clark and John Crosier, of Suffolk County, to secure three drift whales ashore in said county, they to have one-third of the oil and bone and to deliver the remaining two-thirds to the New York custom-house clear of charge. (Conneil Minutes, viii, p. 323.)

Design of Whale-fishing or shall carry or cause to be carried any Drink to them, whereby such Indians are made incapable of doing their Labour and Duty in and about their Master's Service," within the date above named, shall be compelled to restore the articles taken, and forfeit to the master the sum of thirty shillings. This act was to be in force seven years after publication, but it did not finally become a law until June 10, 1710. It was renewed in 1716 for four years longer,* and again in 1720 for a further term of six years.†

In July, 1708, Lord Cornbury writes again to the board of trade regarding New York affairs.‡ In his letter he says: "The quantity of Train Oyl made in Long Island is very uncertain, some years they have much more fish than others, for example last year they made four thousand Barrils of Oyl, and this last Season they have not made above Six hundred: About the middle of October they begin to look out for fish, the Season lasts all November, December, January, February, and part of March; a Yearling will make about forty Barils of Oyl, a Stunt or Whale two years old will make sometimes fifty, sometimes sixty Barrils of Oyl, and the largest whale that I have heard of in these Parts, yielded one hundred and ten barrels of Oyl, and twelve hundred Weight of Bone."

In 1709 the fishery had attained such value on Long Island that some parties attempted to reduce it, so far as possible, to a monopoly, and grants of land previously made by Governor Fletcher and others, in a reckless and somewhat questionable manner were improved for personal benefit. Earl Bellomont, in commenting on these irregular practices, writes to the lords of trade, under date of July 2 of that year,§ citing, among others, one Colonel Smith, who, he states, "has got the beach on the sea shore for fourty miles together, after an odd manner as I have been told by some of the inhabitants * * * * * having forced the town of Southampton to take a poore £10 for the greatest part of the said beach, which is not a valuable consideration in law, for Colonel Smith himself own'd to me that that beach was very profitable to him for whale fishing, and that one year he cleared £500, by whales taken there."

In 1716, Samuel Mulford, of Easthampton, in a petition to the King, gave a sketch of the progress of this industry in that vicinity.|| In the recital of the grievances of his neighbors and himself, he writes that "the inhabitants of the said Township and parts adjacent did from the first Establishment of the said Colony of New York enjoy the Privilege & Benefit of fishing for whale & applying ye same to their own use as their undoubted right and property."¶ By his petition it appears further that in 1664 Governor Nicolls and council directed that drift-

* Laws of New York, Bradford, p. 72.

† *Ibid.*, pp. 131-198.

‡ N. Y. Col. Rec., v, p. 60.

§ N. Y. Col. Rec., iv, 535.

|| N. Y. Col. Rec., v, p. 474.

¶ These are undoubtedly what the authorities were pleased to term "Massachusetts notions."

whales should pay a duty of every sixteenth gallon of oil to the government, "exempting the whales that were killed at Sea by persons who went on that design from any duty or imposition." Governor Dongan also claimed duty on drift-whales, and he also exempted those killed at sea. "There was no pretence," under Dongan, "to seize such whales or to exact anything from the fishermen on that account, being their ancient right and property. Thus the inhabitants had the right of fishing preserved to them, and the Crown the benefit of all drift Whales, and everything seemed well established between the Crown and the People, who continued cheerfully, and with success, to carry on the said fishing trade." This state of affairs continued until 1696, when Lord Cornbury (afterward Earl of Clarendon) became governor. It was then announced by those in authority that the whale was a "Royal Fish," and belonged to the Crown; consequently all whalers must be licensed "for that purpose which he was sure to make them pay for, and also contribute good part of the fruit of their labour; no less that a neat 14th part of the Oyle and Bone, when cut up, and to bring the same to New York an 100 miles distant from their habitation, an exaction so grievous, that few people did ever comply for it."* The result of this policy was to discourage the fishery, and its importance was sensibly decreased. In 1711 the New York authorities issued a writ to the sheriffs, directing them to seize all whales. This demand created much disturbance, but the people, knowing no remedy, submitted with what grace they could to what they felt was a grievous wrong, and an infringement upon their rights under the patent under which their settlement was founded. Since that time, Mulford continues, a formal prosecution had been commenced against him for hiring Indians to assist him in whaling. He concludes his petition with the assertion that, unless some relief was afforded, the fishery must be ruined, since "the person concerned will not be brought to the hardship of waiting out at sea many months, & the difficulty of bringing into New York the fish, and at last paying so great a share of their profit."

Mulford, during the latter part of his life, was continually at logger-heads with the government at New York. A sturdy representative of that Puritan opposition to injustice and wrong with which the early settlers of Eastern Long Island were so thoroughly imbued, the declining years of his life were continual eras of contention against the tyrannies and exactions of governors, whose only interest seemed to be to suck the life-blood from the bodies of these unfortunate flies caught in their

* It was these outrageously unjust laws that brought the government into the notorious disrepute it attained with its outlying dependencies from 1675 to 1720. In March, 1698, the council of Lord Cornbury declared certain drift-whales the property of the Crown (which apparently meant a minimum amount to the King and a maximum share to the governor), "when the subject can make no just claim of having killed them." One Richard Floyd having offered a reward to any parties bringing him information of such whales, the council ordered an inquiry into the matter in order to prevent such practices in the future. (Council Minutes, viii, p. 6.)

spider's-net, and cast the useless remains remorselessly away. He was one of the remonstrants against the annexation of the eastern towns to the New York government, and from 1700 to 1720 was the delegate from these towns to the assembly. In 1715 the opposition of the government to his constituency reached the point of a personal conflict with him. In a speech delivered in the assembly in this year, he boldly and unsparingly denounced the authorities as tyrannical, extravagant, and dishonest. He cited numerous instances of injustices from officers of the customs to the traders of and to his section. While grain was selling in Boston at 6s. per bushel, and only commanding one-half of that in New York, his people were compelled by existing laws to lose this difference in value. While the government was complaining of poverty and the lack of disposition on the part of the people to furnish means for its subsistence, the governor had received, says Mulford, during the past three years, three times the combined income of the governors of Massachusetts, Rhode Island, and Connecticut. In 1716 the assembly ordered this speech to be put into the hands of the speaker, but Mulford, without hesitation, caused it to be published and circulated.* From this time forth the war upon him was, so far as the government was concerned, a series of persecutions, but Mulford undauntedly braved them all and in the end was triumphant. Quite a number of letters passed between the governor and himself, and between them both and the lords of trade in London. As an earnest of the feeling his opposition had stirred up, the governor commenced a suit against him in the supreme court, the judges of which owed their appointment to the executive. Shortly after this, Governor Hunter, in a communication to the lords of trade regarding the state of affairs in the province, writes that he is informed that Mulford, who "has continually flown in face of government," and always disputed with the Crown the right of whaling, has gone to London to urge his case.† He states that "that poor, troublesome old man" is the only mutineer in a province otherwise quiet (an assertion that evidenced either a reckless disregard for truth, or a want

* A copy of this speech is bound in an old volume of the Boston News-Letter, in the library of the Boston Athenæum.

† In the address of H. P. Hedges at the Bi-Centennial celebration at Easthampton, in 1850, he says, when Mulford finally repaired to London to present the case to the king, he was obliged to conceal his intention. Leaving Southampton secretly, he landed at Newport, walked to Boston, and from thence embarked for London. Arrived there, he "presented his memorial, which it is said attracted much attention, and was read by him in the House of Commons." He returned home in triumph, having attained the desired end. At this time he was seventy-one years old. "Songs and rejoicings," says J. Lyon Gardiner (*vide* Hedges's Address, p. 21), "took place among the whalers of Suffolk County upon his arrival, on account of his having succeeded in getting the King's share given up." It is related of him (*Ibid.*, p. 68) that while at the court of St. James, being somewhat verdant, he was much annoyed by pickpockets. As a palliative, he had a tailor sew several fish-hooks on the inside of his pockets, and soon after one of the fraternity was caught. This incident being published at the time won for him an extensive notoriety. He was representative from Easthampton from 1715 to 1720, and died in 1725, aged eighty years.

of knowledge of affairs inexcusably culpable); that the case he pleads has been brought before the supreme court and decided against him, and Mulford is the only man who disputes the Crown's right, and the good governor charitably recommends their lordships to "bluff him."* Still later, Hunter states that it was the custom long before his arrival to take out whaling licenses. Many came voluntarily and did so. If whaling is "decayed," it was not for want of whalemén, for the number increases yearly; "but the truth of the matter is, that the Town of Boston is the Port of Trade of the People inhabiting that end of Long Island of late years, so that the exportation from hence of that commodity must in the Books be less than formerly." The perquisites arising from the sale of these licenses were of no account in themselves, but yielding in this matter would only open a gap for the disputation of ever perquisite of the government.†

To this the lords of trade reply:‡ "You intimate in your letter to our Secretary of 22d November last that the Whale fishery is reserved to the Crown by your Patents: as we can find no such thing in your Commission, you will explain what you mean by it." Mulford is now in London, and desires dispatch in the decision in regard to this matter, pending which the lords desire to know whether dues have been paid by any one; if so, what amount has been paid, and to what purpose this revenue has been applied.§ They close their letter with the following sentence, which would hardly seem open to any danger of misconstruction: "*Upon this occasion we must observe to you, that we hope you will give all due incouragement to that Trade.*" Evidently the case of Mulford *vs.* Hunter looks badly for the governor. Still, Hunter is loth to yield readily, and the discussion is further prolonged.

It is now 1718. Governor Hunter, in his answer to the inquiries of their lordships,|| says Commission was issued giving power, "Cognoscendi de Flotsam, Jetsom, Lagon, Deodandis, &c.," follows "et de Piscibus Regalibus Sturgeonibus, Balenis Cœtis Porpettis Delphinis Reggia, &c." In regard to the income, he again writes that it is inconsiderable; that only the danger of being accused of giving up the Crown's right would have led him to write about it. In amount, it was not £20 per annum, (corroboratory of Mulford's assertion of its decline), and as the fish had left this coast, he should not further trouble them about it. Up to the present time all but Mulford had paid and contin-

* N. Y. Col. Rec., v, 480. This assertion must be inexcusably inaccurate, for it was unquestionably on the ground of his sturdy defense of their rights that the people of Easthampton so steadily returned him to the assembly.

† N. Y. Col. Rec., v, p. 484. This admission of Hunter's of the smallness of the revenue is indisputable evidence of his incompetence, and of the truth of Mulford's assertion of the ultimate ruin of the whale-fishery under such restrictions.

‡ N. Y. Col. Rec., v, p. 501.

§ *Ibid.* It looks very much as though Mulford himself was propounding these inquiries, and their lordships' were mere mouth pieces.

|| N. Y. Col. Rec., v, p. 510.

ued to pay. The subject appears to have been finally referred to the attorney-general, and the governor says (1719), waiting his opinion, he has surceased all demands till it comes. The question must have been left in a state of considerable mistiness, however, for in 1720 Governor Burnett informs the lords,* in a letter which indicates a satisfied feeling of compromise between official dignity and the requirements of the trade, that he remits the five per centum on the whale-fishery, but asserts the King's rights by still requiring licenses, though in "so doing he neglects his own profit," "and this," he adds, "has a good effect on the country." Under his administration the act for the encouragement of the whale-fishery was renewed.

In 1706 some of the inhabitants of Eastham and parts adjacent (including, as one of the names seems to indicate, Nantucket) presented to the general court a petition,† setting forth that the parties "whose names are hereunto subscribed, being Inhabitants of Eastham and other places thereunto adjoining, In regard all or most of us are concerned in fitting out Boats to Catch & take Whales when ye season of ye year Serves: and whereas when wee have taken any whale or whales, our Custom is to cutt them up, and to take away ye fatt and ye Bone of such Whales as are brought in, And afterwards to let ye Rest of ye Boddy of ye Lean of whales Lye on shoar in lowe water to be washt away by ye sea, being of noe vallue nor worth any Thing to us;" therefore they petition for an act of the court to permit Thomas Houghton, of Boston, or his assigns, to take and carry away all this waste, and endeavor, for the space of ten years, to put it to some profitable use, all other persons in New England to be in the mean time "forbidden, discharged, and restrained to make any further use of it than is now usually made, with a penalty on such as presume to doe it during y^e time without ye Consent and allowance of ye said Thom: Houghton or his Assignes." With an eye to future commercial prosperity, they allege the following reasons why the patent, if granted, will inure to their benefit: "first . . . It will cause more staves to be fetcht and brought in from other places as well as our own, and more Barrells made, and soe more Coopers will be sett at Work, with other hands to build houses for ye use of it. secondly. It will imploy our people to cutt it up, and to order it according to his direction, at such convenient houses and places as he appoints. Thirdly When tis ordered and prepared as hee or his Assignes would have it, it will implye our Sloopes to carry it to Boston, or to such places as hee or they direct, wich will be an advantage to us.

* N. Y. Col. Rec., v, p. 579. There is some discrepancy between the dates of Governor Burnett's concessions, and the triumphant reception of Mulford on his return from England, mentioned by Hedges. "In 1719, February 24," says Hedges, "a whale-boat being alone, the men struck a whale, and she, coming up under ye boat, in part staved it, and tho' ye men were not hurt with the whale, yet, before any help came to them, four men were tired and chilled, and fell off ye boat and oars to which they hung and were drowned, viz: Henry Parsons, William Schellenger, junior, Lewis Mulford, Jeremiah Conkling, junior.

† Maas. Col. MSS., Maritime, iv, pp. 72-3.

Fourthly If any Improvement can be made of it for Exportation, it will not only be of great advantage to Boston, but to many of ye Inhabitants of New England." (This is signed by Simon, Nath^l Coffin, John Jones.)

To this is appended a postscript, stipulating that said Houghton employ the inhabitants of the whaling-towns as much as possible for his work; that he shall give the public the benefit of his discovery, if made, at the end of the ten years; and that he shall pay each whale-man "one shilling in money acknowledgment for their several shares in the Lean of the whale fishes that they shall take for the space of ten years." The postscript is signed "Sam^l Treat sen^r, David Mc. * * * * *, Jon^s sparrow, Sam^l Knowles, Sam^l freeman jr, Richard * * * * *, Richard Godfree."

The council granted the patent with the somewhat novel proviso: "That within the space of Four years he shew forth to the Satisfaction of the Govern^r Council & Assembly That his Projection will take effect, for the rayseing of Salt Petre to supply the province."

During the years 1724 and 1725, in the prosecution of the wars between the Indians and the colonists, some of the friendly Indians from Cape Cod were enlisted, with the express understanding that they were to be discharged in time to take part in the fall and winter whale-fishery. Accordingly, in 1724 Lieutenant-Governor Dummer, of the Massachusetts Bay, writes to Colonel Westbrook: "Upon Sight hereof you must forthwith dismiss Cpt. Bournes Comp^y of Indians & send them hither in one of the Sloops, That so they may lose no Time for Following the Whale Fishery, w^{ch} is agreeable to my Promise made to them at Enlisting."* In a postscript he adds: "Let Capt Bourne come with them to see them safe return'd." And again, in 1725, the secretary writes: "His Hon^r Having promised the Indians enlisted by Cpt. Bourne (being all those of the County of Barnstable) to dismiss them in the Fall that so they attend their Whale Fishing; directs that you as soon as you have opportunity to send them up to Boston, in Order to their Return Home, & let none of them be detained on any Pretense whatsoever."†

Under date of March 20, 1727, the Boston News-Letter says: "We hear from the Towns on the Cape that the Whale Fishery among them has failed much this Winter, as it has done for several Winters past, but having found out the way of going to Sea Upon that Business, and having had much Success in it, they are now fitting out several Vessels to sail with all Expedition upon that dangerous Design this Spring, more (its tho't) than have ever been sent out from among them."

The same paper, in its issue of February 12, 1730,‡ contains the fol-

* Mass. Col. MSS., Letters, ii, 52.

† Mass. Col. MSS., Letters, ii, 297.

‡ On the 13th of January, 1728, says the News-Letter of February 1, there was a very severe storm at Provincetown. Several vessels were driven ashore; three or four whale boats were also destroyed, one being carried by the force of the wind up a "pretty large steep hill," and thrown upon the roof of a house on top of the hill.

lowing extract from a letter from Chatham, dated "February 6, 1729-30:" "There has been a remarkable Providence in the awful death of some of my neighbors; On the day commonly called New Year's Day, a whaleboat's Crew (which Consists of a Stersman, an Harpineer, and Four Oarmen) coming home from a Place called Hog's-Back, where they had been on a Whaling design, the Boat was overset, and all the Men lost, on a reef of Sand that lies out against Billingsgate. When the Boat was found bottom upward, and the Stern post broken off, there were two Chests found in it, which were wedged so fast under the Thwards that the water had not washed them out; in which were found the Pocket books of two of the Men, by which it plainly appears what Boat it was; but none of the Bodies are, as yet found, that I can hear of; tho' they found an iron Pot which they had with them, upon the reef, and discovered the Whaling Irons at the bottom of the Water, where it is about 8 feet deep.

"P. S.—Before I had done writing I had News that two of their Bodies were found."

In March, 1736, the inhabitants of Provincetown captured a large whale at sea, cut him up, and brought the blubber into that port. The estimated quantity of oil that this blubber would produce was 100 barrels.* In the News-Letter of May 27 of the same year a statement is published to the effect that on the 11th of May a whaling-sloop, of which Solomon Kenwick was master, arrived at Chatham, and reported that while on the voyage, "about forty leagues to the eastward of George's Banks, they struck and wounded two Whales, which then lay upon the Water seemingly in a dying Posture: but one of them suddenly rush'd with great Violence over the midst of one of their Boats, and sunk both the Boat and Men into the Sea; one Man was thereby kill'd outright, and two others much wounded: Tis a wonder they were not all destroy'd, for the Whale continued striking and raging in a most furious Manner in the midst of them (now in the Water) for some Time, but the other Boat came and took them all up (except the Man that was kill'd, who sunk immediately) and carried them safe to the Sloop."

The season of 1737-8 must have been an unfortunate one at Provincetown, for up to January 5, 1738, the people of that town had only killed two small whales, and some of the inhabitants took into serious consideration a change of residence.† In July, 1738, Captain Anthony Haugh, master of a whaling-vessel, took "in the Straits" a large whale, and brought him to the vessel's side to cut in. In hoisting the blubber into the hold the runner of the block gave way, by which Benjamin Hamlin, of Eastham, was killed instantly.‡ In February, 1738, the Yarmouth

* Boston News-Letter, April 1, 1736.

† Boston News-Letter. According to the News-Letter of April 21, 1737, a dozen vessels were fitting that spring from Provincetown for the Davis's Straits whale-fishery, some of them of a hundred tons burden each. So many were going on these voyages continues the account, that not more than twelve or fourteen men would be left at home.

‡ Boston News-Letter, August 31.

whalemen had killed but one large whale during the season; the bone of that one was from 8 to 9 feet long.

Nor was the whaling-season of 1738-9 any more successful to the inhabitants of the cape. Up to the 15th of February, 1739—the whaling-season being then over—there had been taken at Provincetown but six small and one large whale, and at Sandwich two more small ones. This was the extent of the catch.* As a result of two successive poor seasons, many of the people of Provincetown were in straitened circumstances and much distressed. Those depending upon the early spring whaling “returned as they went, only more in debt.” Many of them were without money or provisions.†

Early in 1741 the French and Spanish privateers commenced their depredations upon the English commerce. Naturally our whaling-vessels came in for their proportion of loss. In May a Spanish privateer, under Don. Francisco Lewis, captured a whaling-vessel from Barnstable, commanded by Capt. Solomon Sturgis, “dismissed the captain and eight Hands, carried away the Sloop and four Hands, and put in John Davis, Mate of said Sloop.”‡ The seasons still continued unfavorable for the coast-whaling on the cape,§ but late in the summer and during the early fall of 1741 the inhabitants of that section were cheered by an unexpected success. Great numbers of porpoises and black fish came swarming into the bay, and the hardy fishermen lost no time in attacking them. By the close of October they had killed 150 porpoises and over 1,000 black fish, yielding them about 1,500 barrels of oil, for the most of which they found an immediate sale. “This unexpected Success so late in the Year, put new Life into Some who had spent all the former Season of the Year in Toil and Labour to little or no Purpose.”||

The presence of privateers on the coast appears to have entirely prevented the prosecution of the Davis Strait whaling, for no departures to or arrivals from that region are reported for several years. Whalemen were liable to be overhauled anywhere, but it is to be presumed that the risk became greater as the distance from port increased. Occasionally these privateers would swoop down through Nantucket and Vineyard Sounds

* *Ibid.*, February 15.

† *Ibid.*, April 5.

‡ *Ibid.* The issue of the News-Letter for July 23, 1741, says: “Truro, July 14. On Saturday last Mr. Nath Harding an elderly Man of this Place, being at one of the Fry Houses boiling of Oil, he was taken with a fainting Fit, and fell into a large Vessell of boiling hot Oyl, and was scalded in a most miserable Manner.”

§ Whales formerly, for many successive years, set in along shore by Cape Cod. There was good whaling in boats. Proper watchmen ashore, by signals, gave notice when a whale appeared. After some years they left this ground, and passed farther off upon the banks at some distance from the shore. The whalers then used sloops with whale-boats aboard, and this fishery turned to good account. At present (1748) the whales take their course in deep water, where upon a peace our whalers design to follow them. . . . At present this business is by whaling sloops or schooners, with two whale-boats and 13 men.”—(Felt, Salem, ii, 225-6.)

|| Boston News-Letter.

and bear off whatever came in their way that they were able to take care of. Such a raid was made in the middle of the summer of 1744. One Captain Roach, in a vessel from Cape Cod, arrived in Boston and reported that on the 24th of June, just before night, being in a sloop from Nantucket for Boston, with a cargo of 330 barrels of oil, the weather being calm and his vessel somewhat in advance of the others, another sloop came up showing but few men on deck and hoisting the English flag. Captain Roach, suspecting in spite of her appearance that she was an enemy, and being only about two miles from the shore, took out the most necessary things, and, putting them into his boat, escaped with his crew to the shore. As soon as the pursuer found the sloop was abandoned, he sent a boat of armed men to her, took possession of her, and carried her off. The same vessel, which proved to be a French privateer, took in September several coasting and merchant vessels and one Nantucket whaling-vessel, and landed many of her prisoners on the island of Nantucket.*

The facts in regard to whaling at Salem and vicinity from 1700 to 1750 are very meager. Undoubtedly the business was carried on all through this section in the early part of 1700 in a small way. In 1700 John Higginson writes concerning the business there and at other portions of the coast: "We have a considerable quantitie of whale oil and bone for exportation."† Again, in 1706, he writes to a friend in Ipswich, as one concerned with others in boats engaged in whaling. Here, as elsewhere, there were drift-whales, and in 1722-'23 public‡ notices are given to claimants to prove in courts of admiralty their rights in two such cases.§ In August, 1723, a drift-whale is advertised in the Boston News-Letter as ashore at Marblehead, and the usual notice of court is appended.

Whether Boston was at this period a participant in this pursuit is difficult to determine. Various reasons tended to make that port the factor of the colony in that regard. Vessels from the whole colony cleared from there to go to the northward whaling, while those from Nantucket, the Vineyard, and the south shore of the cape pursued their southern voyages along the edge of the Gulf Stream to the Leeward and Cape de Verde Islands under clearances from Newport, R. I. In the absence of the custom-house records of Boston prior to 1776,|| it is impossible to determine which of the numerous clearances and entries are whalemens, and equally impossible to determine to what port they belonged. Referring to the files of the colonial gazettes of this period,

* Boston News-Letter.

† Felt's Salem, ii, p. 225.

‡ *Ibid.*

§ *Ibid.*

|| The Boston papers of December 12, 1707, state that a whale 40 feet long entered that harbor and *several whale-boats pursued and killed her* near the back of Noddle's Island. The logical inference is that they had whaling craft and boats ready for instant use and men skilled in handling them.

we find in the News-Letter of September 3, 1722, an advertisement of a court of admiralty to be held to adjudicate on a drift-whale found floating near Brewster's, and towed ashore in August. It was much wasted and decayed, and in cutting it up a ball was found, indicating that it had been attacked by some party, and the advertisement notifies the public that "If any Persons can try any Claim to said Whale so as to make out a property," they should appear at the said court at Boston on the last Wednesday in the month.* On the 5th of December, 1723, "Mr. Peter Butler, of Boston," advertises for sale, "lately Imported from London, extraordinary good Whale Warps at 16d. a Pound, which are made of the finest Hemp, either by the Quoile or less Quantity."† In 1730 Samuel Torrey, currier, on Water street, Boston, advertises "Good Blubber by the Barrell or Tun, full Bound."

RI In 1731 the Rhode Island assembly passed an act for the encouragement of the whale and cod fisheries, giving a bounty of five shillings for every barrel of whale oil, one penny a pound for bone, and five shillings a quintal for codfish, caught by Rhode Island vessels and brought into this colony * * * to be paid from the interest accruing upon a new bank, or issue bills of credit to the amount of sixty thousand pounds.‡ The whale-fishery had, according to Arnold,§ long been carried on in a small way within that colony, and whales had frequented Narragansett Bay and often been taken with boats. This bounty gave something of a stimulus to the business, and these colonists too began to "whale out into the deep," and in 1733 the first regularly equipped whaler of which Rhode Island has any record arrived in Newport from her voyage, having on board 114 barrels of oil and 200 pounds of bone. This sloop was the Pelican, of Newport, Benjamin Thurston, owner, and she received the bounty according to the law.||

By the inhabitants of Martha's Vineyard, in 1702-'3, there appear to have been several whales killed. The following entry occurs under that date in the court records: ¶ The marks of the whales killed by John Butler and Thomas Lothrop. One whale lanced near or over the shoulder blade, near the left shoulder blade only; another killed with an iron forward in the left side, marked W; and upon the right side marked with a pocket-knife T. L.; and the other had an iron hole over


* Whalebone is quoted in the News-Letter of April 18, 1723, as bringing from 3s. to 3s. 6d. in Philadelphia.

† B. News-Letter.

‡ Arnold's Hist. of Rhode Island, ii, p. 103.

§ Ibid., p. 110. In point of fact deep-sea whaling had been pursued from Rhode Island some years prior to the time mentioned by Arnold. The News-Letter for May 23, 1723, records the entry of a vessel, commanded by William Bennett, from whaling, which brought the largest sperm whale ever seen, up to that time, in those parts. It produced 18 barrels of head matter and from 40 to 50 barrels of oil, and one-third more head would have been saved had not the weather been stormy. "This spring," the account says, "our Vessels have brought in eight Whales into this port" (Newport).

¶ Arnold's R. I., ii, p. 110.

the right shoulder-blade, with two lance holes in the same side, one in the belly. These whales were all killed about the middle of February last past; all great whales, betwixt six and seven and eight foot boue, which are all gone from us. A true account given by John Butler from us, and recorded Per me, Thomas Trapp, Clerk 

It is quite probable that deep-sea whaling did not commence at the Vineyard until about the year 1738. In that year Joseph Chase, of Nantucket, removed there, taking with him his sloop, the Diamond, of about 40 tons burden. He purchased a house and about 20 acres of land on the shores of Edgartown Harbor, erected a wharf with a try-house near, and commenced the fishery with his vessel. He followed this pursuit two or three years, till finally his ill success caused him to abandon it.

The year succeeding Chase's immigration James Claghorn purchased a small sloop of 40 tons, called the Leopard, and fitted her for the business. Two or three years' experience served to give him a distaste for it, and he sold out and retired from the contest with a loss of about \$500, a large sum for those days.

In 1742 John Harper, of Nantucket, removed to the Vineyard, carrying with him the sloop Humbird, of about 45 tons. For several years he too followed whaling, in his sloop and in other vessels; but the same ill success that attended Chase and Claghorn visited also the standard of Harper, and finding himself running behind-hand year after year, he too sold out his shipping and withdrew.

Undeterred by the misfortunes of the others, John Newman, with partners, in 1744 bought the sloop Susannah, of 55 tons, and they continued nearly one year. In the fall, the corn crop on the Vineyard proving insufficient, Samuel Finley was sent in command of her to the southward for a load of that grain, and on the return passage the vessel was cast away on the Carolina coast, and with her cargo totally lost.

D.—1750 TO 1784.

NANTUCKET; MARTHA'S VINEYARD; CAPE COD; BOSTON; LONG ISLAND;
RHODE ISLAND; NEW BEDFORD; WILLIAMSBURGH, &C.

The period from 1750 to 1784 was the most eventful era to the whale-fishery that it has ever passed through. For a large proportion of the time the business was carried on under imminent risk of capture, first by the Spanish and French and after by the English. The colonial Davis Strait fishery seems to have been quite abandoned, and the vessels cruised mostly to the eastward of the Grand Banks, along the edge of the Gulf Stream and in the vicinity of the Bahamas. In 1748 the English Parliament had passed a second act to encourage this fishery. By it the premium on inspection of masts, yards, and bowsprits, tar,

* For all the early information concerning Martha's Vineyard I am indebted to Richard L. Pease, esq., of Edgartown.

pitch, and turpentine, and on British-made sail-cloth were to continue, and the duties on foreign-made sail-cloth were remitted to vessels engaged in this pursuit. A bounty was also granted on all ships engaged in whaling during the then existing war; harpooners and others employed in the Greenland fishery were exempted from impressment. The commissioners of customs were, under the required certificate, to pay the second twenty shillings per ton bounty granted by Parliament over the first twenty previously granted.* The ships which had sailed during the previous March or April were to be equal sharers in this bounty with those whose sailing had been delayed. All ships built or fitted out for this pursuit from the American colonies conforming to this act were to be licensed to whale, and in order to receive the bounties must remain in Davis Straits or vicinity from May (sailing about May 1) until the 20th of August, unless sooner full or obliged to return by accident. Foreign Protestants serving in this fishery for two years, and qualifying themselves for its prosecution, were to be treated as though they were natives.† The cause of this concession to the colonies was a part of Lord Shirley's scheme to rid Acadia of the French. It was his desire that George II should cause them to be removed to some other English colony, and settle Nova Scotia with Protestants,‡ and to this end invitations were sent throughout Europe to induce Protestants to remove thither. "The Moravian Brethren were attracted by the promise of exemption from oaths and military service. The good will of New England was encouraged by care for its fisheries; and American whalers, stimulated by the promise of enjoying an equal bounty with the British, learned to follow their game among the icebergs of the Greenland seas."§ "The New Englanders of this period," says Bancroft,|| "were of homogeneous origin, nearly all tracing their descent to the English emigrants of the reigns of Charles the First and Charles the Second. They were a frugal and industrious race. Along the sea-side, wherever there was a good harbor, fishermen, familiar with the ocean, gathered in hamlets; and each returning season saw them with an ever-increasing number of mariners and vessels, taking the cod and mackerel, and sometimes pursuing the whale into the icy labyrinths of the Northern seas; yet loving home, and dearly attached to their modest freeholds."

Of this period Hutchinson says: ¶ The increase of the consumption of oil by lamps as well as by divers manufactures in Europe has been no small encouragement to our whale-fishery. The flourishing state of the island of Nantucket must be attributed to it. The cod and whale

* In 6th year of the reign of George II.

† Mass. Col. MSS., Maritime, vi, p. 316.

‡ The carrying out of this scheme and the destruction of the colony of Acadians justly receives execration.

§ Bancroft's Hist. U. S., v, p. 45.

|| *Ibid.*, iv, p. 149.

¶ Hist. of Massachusetts, ii, p. 400.

fishery, being the principal source of our returns to Great Britain, are therefore worthy not only of provincial but national attention.† ←

A continual succession of foreign wars, in which the hardy fishermen and farmers of New England were constantly called to the aid of England, coupled with a continual succession of intolerant measures adopted by the mother country toward the plantations, which, in common with the colonists at large, they felt impelled to resist, was gradually preparing America for the eventful struggle which was to end in its independence. By the experience of the wars they learned their strength, through the pressure of the tyrannical acts they learned their rights.

Pending the expedition for the reduction of Nova Scotia in 1755 an embargo was laid upon the "bank" fishermen, though the risk of capture was so great that it of itself must have quite effectively embargoed many of them.*

In 1757—the embargo being still continued upon the fishery in these waters—a petition was presented to the general court of Massachusetts from the people of Martha's Vineyard and Nantucket, representing that the memorialists "being Informed that your Honours think it not advisable to Permit the fishermen to Sail on their Voyages untill the time limited by the Embargo is Expired by Reason that their fishing banks where they Usually proceed on said Voyages lyes Eastward not far from Cape breton which may be a means of their falling into the hands of the french which may be of bad Consequence to the Common Cause. Your Memorialists would Humbly observe to Your Honours that that is not the Case with the whalemén their procedure on their Voyages is Westward of the Cape of Virginia and southward of that untill the month of June from which Your Memorialists are of the mind their is nothing like the Danger of their falling into the hands of the Cape breton Privateers as would be If they went Eastward. Your Memorialists would further Observe that the whalemén have almost double the Number of hands that the fishermen Carry which makes Their Charge almost Double to that of fishermen and ye first part of the Whale season is Always Esteemed the Principal time for their making their Voyages which If they lose the greatest part of the People will have nothing to Purchase the Necessaries of life withal they haveing no other way which must make them in miserable Situation.

"Your memorialists would therefore beg that y^r Honours would take Our Miserable Situation under Consideration and grant our Whalemén liberty to Proceed on Our Voyages from this time If it be Consistent with your Great wisdom as in duty bound shall ever pray

"JOHN NORTON (for Martha's Vineyard)

"ABISHAI FOLGER† (for Nantucket)"

* A duty was laid upon the colonists in 1756 to support a frigate on the Banks to defend the fishery.

† Mass. Col., MSS., Maritime, vi, p. 371. From this petition it would appear that, having an unfavorable season at the southward, the whalemén would stand for the

In compliance with the foregoing petition the Council passed this resolution (April 8, 1758): "Inasmuch as the Inhabitants of Nantucket most of whom are Quakers are by Law exempted from Impresses for military Service. And their Livelihood intirely depends on the Whale fishery—Advised that his Excell^y give permission for all whaling Vessels belon^g to s^d I^l^d to pursue their Voyages, taking only the Inh^{ts} of s^d Island in s^d Vessells and that upon their taking any other persons whatsoever with them they be subject to all the Penalties of the law in like manner as if they had proceeded without Leave."*

In 1761 the fishery of the Gulf of Saint Lawrence and the Straits of Bellisle was opened to our whalemén, and they speedily availed themselves of its wealth. This was the legitimate result of the conquest of Canada and the cession of territory made by France to England at the conclusion of the war, a result which the colonists had labored hard and spent lives and treasure unstintedly to attain, but of the benefit of which they were destined to be defrauded. A duty was levied on all oil and bone carried to England from the colonies, and by another oppressive act of Parliament they were not allowed to find for this product any other market. The discrimination between the plantations and the mother country was made the more marked since at this time the residents of Great Britain were allowed a bounty from which the provincials were debarred. Against these injustices the merchants of New England, and those of London engaged in colonial trade, respectfully petitioned. They represented that "in the Year 1761 The Province of Massachusetts Bay, fitted out from Boston & other ports† Ten Vessels of from Seventy to Ninety Tons Burden for this Purpose. That the Success of these was such as to encourage the Sending out of fifty Vessels in the Year 1762 for the same trade. That in the Year 1763 more than Eighty Vessels were employ'd in the same manner.‡ That they

Banks, hoping to fill there. If, however, a vessel got home early from the north, they frequently went on another voyage to the south and westward in the same year.

* Mass. Col. MSS., Maritime, vi, p. 371. Martha's Vineyard appears to be ignored in the order.

† As already explained, Boston was the port of entry for many of the Cape towns and its own immediate vicinity.

‡ According to the following doggerel there were seventy-five whaling captains sailing from Nantucket in 1763.

Whale-List, by Thomas Worth, M. 1763.

Out of Nantucket their's Whalemén seventy-five,
But two poor Worths among them doth survive;
Their is two Ramadilla & their's Woodbury's two,
Two Ways there is, chuse which one pleaseth you,
Folgers thirteen, & Barnards there are four
Bunkers their is three & Jenkinses no more,
Gardners their is seven, Husseys their are two,
Pinkhams their is five and a poor Delano,
Myricks there is three & Coffins there are six,
Swains their are four and one blue gally Fitch.
One Chadwick, Cogshall, Coleman their's but one,
Brown, Baxter, two & Paddacks there is three,
Wyer, Stanton, Starbuck, Moorese is four you see,
But if for a Voyage I was to chosse a Stanton,
I would leave Sammy out & chosse Ben Stratton.
And not forget that Bocott is alive,
And that long-crotch makes up the seventy-five.
This is anawering to the list, you see,
Made up in seventeen hundred & sixty three.

have already imported to London upwards of 40 Ton of Whale Finn: being the produce of the two first years. That upon Entring of the above Finn, a Duty was required and paid upon it, of thirty one Pound ten shillings † Ton. That the weight of this Duty was render'd much heavier by the great reduction made in the price of Dutch Bone since the commencement of this Trade from £500 to £330 † Ton." They represent further that the reason for the conferring of bounties upon vessels in this pursuit from Great Britain was to rival the Dutch,* but in spite of this encouragement there was not enough oil and bone brought into England by British vessels to supply the demand. They also reasoned that Parliament could not intentionally discriminate between the various subjects of the Crown, granting to one a bounty and requiring of another a duty for the same service. They however ask for no bounty—they are content that Great Britain should alone receive the benefit of that—but they simply desire that they should not be taxed with a duty on these imports.†

The knowledge that the English fishery, even with its bounty, was still unable to fully cope with the Dutch, or even to supply its own home demand, as well as the desire of Earl Grenville to forward certain projects in his American policy, notably the odious stamp-tax, caused some attention to be paid to petitions similar to the foregoing, fortified somewhat by the presence of a special agent from Massachusetts to sustain the position and urge the claims there made. To various sections various tenders were to be made. "The boon that was to mollify New England," says Bancroft,‡ "was concerted with Israel Mandit, acting for his brother, the agent of Massachusetts, and was nothing less than the whale-fishery. Great Britain had sought to compete with the Dutch

* The Dutch from 1759 to 1768 sent to the Greenland fishery 1,324 ships, which took 3,018 whales, producing 146,419 barrels of oil and 8,785,140 pounds of bone. (Scousby.) Great Britain in the same time sent about one-third the number of ships.

† Mass. Col. MSS., Maritime, vol. vii, p. 243. The concluding portion of this petition, including the signatures, is missing, a fact greatly to be regretted, as it would be extremely interesting to know who the prominent oil-merchants of that time were. The following is the statement of imports of oil and bone from the colonies into England and from Holland to the same country, which accompanied the petition:

Account of Finns & Oil from America to England & Duties from Christmas 1758 to Christmas 1763.

Year.	Fins.				Whale-oil.			
		Duty Amer- ica.	Duty London.			Duty Amer- ica.	Duty London.	
	<i>T. Cwt. Lbs.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>T. H. G.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	
1759 to 1759..	17 0 17	11 0 0	10 14 0	3,245 2 28	1,898 13 8	1,436 3 8		
1760..	18 2 9	28 16 6	27 16 4	2,595 1 14	1,518 5 1	1,148 8 5		
1761..	27 0 8	42 2 6	40 10 6	3,126 3 31	1,829 4 5	1,383 12 10		
1762..	335 2 5	522 2 10	502 5 0	2,483 2 39	1,452 18 9	1,090 0 4		
1763..	1,546 3 13	2,427 5 3	2,315 9 4	5,030 0 12	2,942 11 7	2,225 15 11		
Total ...	1,935 0 24	3,012 10 1	2,896 15 2	16,481 1 16	9,641 13 6	7,293 1 2		

‡ Bancroft's United States, v, p. 184.

in that branch of industry; had fostered it by bounties; had relaxed even the act of navigation, so as to invite even the Dutch to engage in it from British ports in British shipping. But it was all in vain. Grenville gave up the unsuccessful attempt, and sought a rival for Holland in British America, which had hitherto lain under the double discouragement of being excluded from the benefit of a bounty,* and of having the products of its whale-fishing taxed unequally. He now adopted the plan of gradually giving up the bounty to the British whale-fishery, which would be a saving of £30,000 a year to the treasury, and of relieving the American fishery from the inequality of the discriminating duty, except the old subsidy, which was scarcely 1 per cent. This is the most liberal act of Grenville's administration, of which the merit is not diminished by the fact that the American whale-fishery was superseding the English under every discouragement. It required liberality to accept this result as inevitable, and to favor it. It was done, too, with a distinct conviction that 'the American whale-fishery, freed from its burden, would soon totally overpower the British.' So this valuable branch of trade, which produced annually three thousand pounds, and which would give employment to many shipwrights and other artificers, and to three thousand seamen, was resigned to America."

With the people of Nantucket every foreign war meant a diminution of their whaling-fleet, for there is scarcely any risk that whalers have not and will not run in pursuit of their prey. During the years 1755 and 1756, six of their vessels had been lost at sea and six more were taken by the French and burned, together with their cargoes, while the crews were carried away into captivity. In 1760 another vessel was captured by a French privateer of 12 guns and released after the commander of the privateer had put on board of her the crew of a sloop they had previously taken nearly full of oil and burned. The captain of the sloop, ——— Luce, had sailed with three others who were expected on the coast. The day after Luce was taken, the privateer engaged a Bermudian letter of marque and was beaten. During this engagement several whalers in the vicinity made their escape. In the same month (June) another privateer of 14 guns took several whaling-vessels, one of which was ransomed for \$400, all the prisoners put on board of her, and she landed them at Newport.† In 1762 another Nantucket sloop was taken by a privateer from the French West Indies, under one Mous. Palanqua, while she was cruising in the vicinity of the Leeward Islands.

At Martha's Vineyard whaling did not seem to thrive so well as at the sister island of Nantucket. The very situation of Nantucket seemed favorable for the development of this and kindred pursuits; in fact, the situation made them necessities. While the Vineyard was quite fertile and of considerable extent, Nantucket was comparatively sterile and cir-

* The bounty of 1743 had evidently been legislated out of existence.

† These vessels were from several whaling ports.

cumscribed. At the Vineyard a livelihood could be attained from tilling the earth, at Nantucket a large portion of that which sustained life must be wrested from the ocean. A constant struggle with nature, and a constant surmounting of those obstacles incident to their location and surroundings, developed within the Nantucketois a spirit of adventure which was carefully trained into channels of enterprise and usefulness. Hence, the early history of whaling on Martha's Vineyard was not that ultimate success that it was on Nantucket, and while the year 1775 found the latter with a fleet of 150 vessels with a burden of 15,000 tons, the former at the same period could count but 12 vessels and an aggregate of 720 tons.

In 1752 Mr. John Newman and Timothy Coffin built a vessel of 75 tons, but she was also destined to a brief existence. On her second voyage whaling she was captured near the Grand Banks by the French, and Captain Coffin, her commander, lost his life, his vessel, and his cargo. In the same year (1752) John Norton, esq., with others, purchased a vessel of 55 tons for the carrying on of this business, and, like her contemporary, she failed to survive her second voyage, but was cast away on the coast of Carolina, Capt. Christopher Beetle being at the time in command. Mr. Norton immediately chartered a vessel to get his own off, but on their arrival on Carolina, his vessel was gone with her sails, rigging, and appurtenances, and he out of pocket a further sum of \$500 to the wrecking party. Eight years later (1760), Esquire Norton, with others, built the sloop Polly, 65 tons burden. On her third whaling trip, to the southward she too was lost, and by her destruction perished Nicholas Butler, her captain, and thirteen men. Repeated losses had reduced Norton to somewhat straitened circumstances, and, selling what property he had left, he removed to Connecticut, where he died.

It is impossible to separate in the accounts of whaling at this time the share which Boston took in it from that taken by other ports. The reports which may be found in the current papers rarely gave the name of the port to which entering or clearing vessels belonged. In fact the majority of the reports are merely records of accidents, and it is very rarely indeed that the amount of oil taken by returning whalers is given.

In 1762 a whaling-schooner commanded by —— Bickford was totally lost on Seal (?) Islands. The crew, fourteen in number, were taken off by a fishing-vessel.*

* Boston News-Letter. It would afford an interesting study to trace the various fashions to their commencement and see if their return is marked by particular eras, or whether it is altogether spasmodic. What particularly called this to mind was reading in the News-Letter some lines addressed to a young lady's wardrobe, of which poem these four lines are appropriate here, and may serve as an illustration of the rest:

"To grace the well shap'd Foot, in Turkey's Soil,
Through Life's short Span laborious Silkworms' toil
The Whale in Zembla's frozen Region found,
That forms the swelling Hoop's capacious Round.

Of the Long Island fishery the only record accessible is the meager one regarding Sag Harbor. Easthampton, Southampton, and their more immediate neighbors seem to have been supplanted by this younger town.* Probably prior to 1760 vessels had been fitted for whaling from this port; if so, their identification is impossible. In 1760, however, three sloops were fitted out by Joseph Conkling, John Foster, and others. They were named Goodluck, Dolphin, and Success, and their cruising ground was in the vicinity of 36° north latitude.

The reports regarding Rhode Island are equally meager. Occasional reports are to be found of the arrivals of whaling-vessels, but no report of where they cruised or what success they met with, and no records exist at the custom-house to help clear up the historical mist. Warren comes into notice at this period as quite a thriving whaling-port. The Boston News-Letter of October 23, 1766, says: "Several Vessels employed in the Whale Fishery, from the industrious Town of Warren in Rhode Island Colony, have lately returned, having met with considerable success. One Vessel, which went as far as the Western Islands, brought home upwards of 300 Barrels of Oil. Some Vessels from Newport have also been tolerably successful. This Business, which seems to be carried on with Spirit, bids fair to be of great Utility to that Government."

Williamsburgh, Va., felt the stimulus caused by success in this business; and in the early spring of 1751 several gentlemen subscribed a sum of money and fitted out a small sloop, called the "Experiment," for whaling along the southern coast. On the 9th of May, 1751, she returned with a valuable whale. This was the first vessel ever fitted for this pursuit from Virginia, and whether she continued for any length of time in the business is unknown. The encouragement of the first success undoubtedly caused another venture.

In the vicinity of New Bedford whaling probably commenced but little prior to 1760. In that year William Wood, of Dartmouth, sold to Elnathan Eldredge, of the same town, a certain tract of land, located within the present town of Fairhaven, and within three-quarters of a mile of the center of the town, on the banks of the Acushnet River, "Always Excepting and reserving * * * * * that part of the same where the Try house and Oyl shed now stands." How long these buildings had been standing at the date of this deed is unknown, but the fact of their being there then is indisputable, and, as it was not the habit in those days to put up useless buildings, they were undoubtedly applied to the purpose for which they were built. That they were considered valuable property is evident from the fact of their being reserved. In 1765, four sloops, the Nancy, Polly, Greyhound, and Hannah, owned by Joseph Russell, Oaleb Russell, and William Tallman, and from 40 to 60 tons burden, were employed in the whale-fishery.† In Ricketson's

* Sag Harbor was settled in 1730.

† Ricketson's History of New Bedford, p. 58. Mr. Ricketson says: "To Joseph Russell, the founder of New Bedford, is also attributed the honor of being the pioneer of the

"History of New Bedford" is published a portion of a log-book of the whaling-sloop *Betsey*, of Dartmouth, in 1761. The early portion is missing, the first date commencing July 27. These small vessels usually sailed in pairs, and, so long as they kept in company, the blubber of the captured whales was divided equally between them. Hence the reports, in which the captains' names are always given instead of the names of the vessels, which rarely occur, often return the vessels in pairs, with the same quantity of oil to each. The following are a few extracts from this journal as published: "August 2d, 1761. Lat. 45.54, long. 53.57. Saw two sperm-whales; killed one.—Aug. 6th. Spoke with John Clabery; he had got 105 bbls.; told us Seth Folger had got 150 bbls. Spoke with two Nantucket men; they had got one whale between them; they told us that Jenkins & Dunham had got four whales between them, and Allen & Pease had got 2 whales between them. Lat. 42.57.—Sunday, August 9th. Saw sperm-whales; struck two, and killed them between us, (naming their consort.—August 10th. Cut up our blubber into casks; filled 35 hhds.; our partner filled 33 hhds. Judged ourselves to be not far from the Banks. Finished stowing the hold.—August 20. Lat. 44 deg. 2 min. This morning spoke with Thomas Gibbs; had got 110 bbls; told us he had spoke with John Aikin, and Ephraim Delano, and Thomas Nye. They had got no oil at all. Sounded; got no bottom. Thomas Gibbs told us we were but two leagues off the Bank." The *Betsey* probably arrived home about the middle of September. In 1762 she apparently made another voyage, though the journal up to the 2d of September. is missing. On that date they spoke "Shubel Bunker and Benjamin Paddock." On the 3d of September they "Knocked down try-works."* On the 15th they spoke Henry Folger and Nathan Coffin.

About this time a new element entered into antagonism with colonial whaling in the Gulf of St. Lawrence and vicinity. Scarcely had the colonists aided to wrest this fishery from the French, when the English governors, in their turn, strove to keep our vessels from enjoying its benefits. In the *News-Letter* of August 8, 1765, is the following statement: "Tuesday one of the sloops which has been on the Whaling Business returned here. We hear that the Vessels employed in the Whale

whale-fishery of New Bedford. It is well authenticated by the statements of several cotemporaries, lately deceased, that Joseph Russell had pursued the business as early as the year 1755." From what particular portion of the then town of Dartmouth (which also included what is now known as New Bedford, and Fairhaven) he fitted out his vessels, is uncertain. At that time the land on which stands the city of New Bedford was unpopulated by the whites, and not a single house marked the spot where, within less than a century thereafter, stands the city from which was fitted out more whaling-vessels than from all the other American ports combined.

* In other words, took them down. From this it is evident that some vessels were prepared for trying out their oil on board.

The *News-Letter* of July 26, 1764, states that one Jonathan Negers, of Dartmouths while whaling, was so injured by a whale's striking the boat that he died a few day, after.

Fishery from this and the neighbouring Maritime Towns,* amounting to near 100 Sail, have been very successful this Season in the Gulph of St. Lawrence and Streights of Belle isle; having, tis said, already made upwards of 9,000 Barrels of Oil." But this rosy-colored report was speedily followed by another of a more somber hue. In August 22 the same paper says: "Accounts received from several of our Whaling Vessels on the Labrador Coast, are, that they meet with Difficulties in regard to their fishing, in Consequence of Orders from the Commanding Officers on that Station, a Copy of which are as follows:

"MEMORANDUM: In Pursuance of the Governor's Directions, all masters of Whaling Vessels, and others whom it may concern, are hereby most strictly required to observe the following Particulars, viz:

"1 To carry the useless Parts of such Whales as they may catch to at least Three Leagues from the Shore, to prevent the Damage that the neighbouring Fishers for Cod and Seal sustain by their being left on the Shore.

"2 Not to carry any Passengers from Newfoundland or the Labradore Coast to any Part of the Plantations.

"3 To leave the Coast by the first of November at farthest.

"4 Not to fish in any of the Ports or Coasts of Newfoundland lying between Point Richi and Cape Bonavista.

"5 Not to carry on any Trade or have any Intercourse with the French on any Pretence.

"6 In all your Dealings with the Indians, to treat them with the greatest Civility: observing not to Impose on their Ignorance, or to take Advantage of their Necessities. You are also on no Account to serve them with spirituous Liquors.

"7 Not to fish for any other than Whale on this Coast.

"Dated on board His Majesty's sloop Zephyr, at the Isle of Bois, on the Labradore Coast, the 21st July, 1765.

"JOHN HAMILTON."

The issue of November 18 reports that on account of this proclamation the vessels "are returning half loaded." It was the custom with many early whalers, especially from the immediate vicinity of Boston, to go prepared for either cod or whale fishing, and in the event of the failure of the one to have recourse to the other. All restrictions which are sustained by an armed force are liable to be made especially obnoxious by the manner of the enforcement, and this was by no means a contrary case. It was not at all surprising then that the ensuing season's fishing was only a repetition of the failure of that of 1765. "Since our last," says the News-Letter, "several Vessels are returned from the Whaling Business, who have not only had very bad Success, but also have been ill-treated by some of the Cruisers on the Labradore Coast."

* It is impossible to apportion the vessels among their proper ports. The vessels from Cape Cod and the northward cleared at Boston; those from the Vineyard, at Nantucket; those at Dartmouth, sometimes at Nantucket and sometimes at Newport.

Two ships had been fitted out from London, the *Pallisser* and the *Labradore*, for the express purpose of trading, fishing, and whaling on the coast of Labrador and in the Straits of Belle-isle. Capt. Charles Penn, who came out in them as pilot, left the Straits on the 9th of July on his way to Newfoundland. On his passage he went on board quite a number of whaling-vessels, and reported that they had met with very poor success, had got only about twenty whales in the entire fleet. In consequence of this failure some of them had, according to the time-honored practice, gone to fishing for cod, but had been interrupted by an armed vessel and by the "company's ships" (the *Pallisser* and *Labradore*), and their catch all taken away from them save what their actual necessities required. This was done under the pretence that the whole coast was patented to "the company," and by virtue of orders issued by Hugh Pallisser, "governor of Newfoundland, Anticosti, Magdalenes, and Labrador." Pallisser's proclamation, which bore date of April 3d, 1766, specified that all British subjects whaling in that vicinity should choose places on shore where they should land, cut up their blubber, and make oil as they arrived, but not to select any place which was used in the cod-fishery. Whalemén from the plantations might take whales on those coasts, but were only permitted to land on some unoccupied place within the Gulf of St. Lawrence to cut up and try out their blubber; and it was particularly specified that they were not to make use of any place which was used by the British fishermen for the same or a similar purpose. Complaint having been made of the provincial whalemén in regard to their waste interfering with the cod-fishery, they were enjoined that they must carry the carcasses of the whales at least three leagues from the shore. No fishermen from the plantations were to be allowed to winter on Labrador. And then Capt. John Hamilton, "of H. M. sloop of war *Merlin*, Lieut. Gov. of Labrador," &c., issued his proclamation: "This is to give Notice to all Whalers from the Plantations, that they are allowed to fish for Whales only, on the Coast of Labrador, that if they are found to have any other Fish on Board, the Fish will be seized, and they excluded the Benefit of Whale-fishery this season: and on no Pretence to trade with the Indians; whatever they shall purchase will be confiscated, and after this Notice their Vessels liable to be seized," &c., &c. Capt. Hamilton's decree bore the date of June 25, 1766.

The result of these arbitrary measures was that the whalemén left those seas and went off the banks. The close of the season witnessed the return of the whaling-fleet with but indifferent success.* Naturally those interested (and this included the wealthiest merchants and the

* The Boston News-Letter mentions the arrival of Capt. Peter Wells at that port from whaling August 18, 1766. Under date of October 2, the News-Letter says: "Since our last a Number of Vessels have arrived from Whaling. They have not been successful generally. One of them viz: Capt. Clark on Thursday Morning last discovering a Spermaceti Whale near George's Banks, mann'd his Boat, and gave Chase to her,

most skillful mechanics as well as the most indefatigable mariners) felt aggrieved. It seemed scarcely in consonance with the colonial ideas of justice, crude as those notions appeared to the English nobility, that the beneficial results of a conquest which they almost single-handed had made, and for defraying the expense, of which England had declined any remuneration, should be diverted to the sole benefit of those alone who were residents of the British Isles. Merchants in London, too, whose heaviest and most profitable trade was with the provinces, joined their voices in denouncing this wrong. During the early winter the report came that Palliser's regulations were suspended until the ministry and Parliament had time to consider the subject. The matter had already, late in the last whaling season, been brought to the attention of the governor of Newfoundland, and he issued the following supplementary edict, which appeared in the Boston papers of January, 1767: "By His Excellency Hugh Palliser, Governor and Commander in Chief in and over the Island of Newfoundland, the Coast of Labradore and all the Territories dependent thereupon :

"Whereas a great many Vessels from His Majesty's Plantations employed in the Whale-Fishery resort to that Part of the Gulph of St. Lawrence and the Coast of Labradore which is within this Government: and as I have been informed that some Apprehensions have arisen amongst them that by the Regulations made by me relating to the different Fisheries in those Parts, they are wholly precluded from that Coast :

"Notice is hereby given, That the King's Officers stationed in those Parts have always had my Orders to protect, assist and encourage by every Means in their Power, all Vessels from the Plantations employed in the Whale-Fishery, coming within this Government; and, pursuant to his Majesty's Orders to me, all Vessels from the Plantations will be admitted to that Coast on the same Footing as they have ever been admitted in Newfoundland; the ancient Practices and Customs established in Newfoundland respecting the Cod Fishery, under the Act of Parliament passed in the 10 and 11th Years of William III^d commonly called The Fishing Act, always to be observed.*

"And by my Regulations for the Encouragement of the Whale Fishers, they are also under certain necessary Restrictions therein pre-

& she coming up with her jaws against the Bow of the Boat struck it with such Violence that it threw a Son of the Captain; (who was forward ready with his Lance) a considerable Height from the Boat, and when he fell the Whale turned with her devouring Jaws opened, and caught him. He was heard to scream, when she closed her Jaws, and part of his Body was seen out of her Mouth, when she turned, and went off."

* Duties on oil imported in British ships were remitted, the commander and one-third of each crew being British. Duties were also remitted on fat, furs and tusks of seal, bear, walrus or other marine animal taken in the Greenland Seas. By other acts the imported materials to be used in outfitting were made non-dutiable and bounties were established, amounting in the final aggregate to 40s. per ton.

scribed, permitted to land and cut up their Whales in Labradore; this is a Liberty that has never been allowed them in Newfoundland, because of the Danger of prejudicing the Cod-Fishery carried on by our adventurers' Ships, and by Boat-Keepers from Britain, lawfully qualified with Fishing-Certificates according to the aforementioned Act, who are fitted out at a very great Risque and Expence in complying with said Act, therefore they must not be liable to have their Voyages overthrown, or rendered precarious by any Means, or by any other Vessels whatever. And

"Whereas great Numbers of the Whaling Crews arriving from the Plantations on the Coast of Labradore early in the Spring considering it as a lawless Country are guilty of all Sorts of Outrages before the Arrival of the King's Ships, plundering whoever they find on the Coast too weak to resist them, obstructing our Ship Adventurers from Britain by sundry Ways, banking amongst their Boats along the Coast, which ruins the Coast-Fishery, and is contrary to the most ancient and most strictly observed Rule of the Fishery, and must not be suffered on any Account; also by destroying their Fishing-Works on Shore, stealing their Boats, Tackle and Utensils, firing the Woods all along the Coast, and hunting for and plundering, taking away or murdering the poor Indian Natives of the Country; by these Violences, Barbarities, and other notorious Crimes and Enormities, that Coast is in the utmost Confusion, and with Respect to the Indians is kept in a State of War.

"For preventing these Practices in future Notice is hereby given, That the King's Officers stationed in those Parts, are authorized and strictly directed, to apprehend all such Offenders within this Government, and to bring them to me to be tried for the same at the General Assizes at this Place: And for the better Government of that Country, for regulating the Fisheries, and for protecting His Majesty's Subjects from Insults from the Indians, I have His Majesty's Commands to erect Block-Houses, and establish Guards along that Coast.

"This Notification is to be put in the Harbours in Labradore, within my Government, and through the Favour of His Excellency Governour Bernard, Copies thereof will be put up in the Ports within the Province of Massachusetts, where the Whalers mostly belong, for their Information before the next Fishing Season.

"Given under my Hand at St. John's in Newfoundland, this First Day of August, 1766.

"HUGH PALLISER.

"By Order of His Excellency,

"JN^o. HORSNAILL."

There can be scarcely a doubt but that the indiscretions of the whalemⁿ were much magnified (if indeed they really existed) in this pronunciamento of Governor Palliser, for the sake of bolstering up the former one. The whalemⁿ of those days were far from being the set of graceless scamps which he represents them to be. Probably there was here and there a renegade. It would be quite impossible to find in

so large a number of men that all were strict observers of the laws. Self-preservation, if no more humane motive existed, militated against the acts of which he complained. The whalers were accustomed to visit the coast for supplies, in many cases several times a year; usually on their arrival in those parts they stood in for some portion of the coast and "wooded;" and it is hardly credible that they should wantonly destroy the stores they so much needed, or make enemies on a coast where they might at any time be compelled to land. The colonial governors quite often made the resources under their control a source of revenue for themselves, and the fact of the modification of Palliser's first proclamation only under pressure of the King and Parliament would seem to indicate personal interest in keeping whalers from the colonies away from the territory under his control.

It is quite evident that even with this modification the colonial fishermen did not feel that confidence in the St. Lawrence and Belle Isle fishery that they felt when it was first opened to them; for a report from Charleston, S. C., dated June 19, 1767, states that on "the 22d ult. put in here, a sloop belonging to Rhode Island, from a Whaling Voyage in the Southern latitudes, having proved successful about 10 days before. *The master informs us, that near 50 New England vessels have been on the whale fishery in the same latitudes, this season, by way of experiment.*"* Over the open sea fortune-seeking governors could exercise no control, and there our seamen probably felt they could pursue their game without let or hinderance. Whales at that time abounded along the edge of the Gulf Stream, and there they continued to be found for some years, shifting their ground gradually as their fierce captors encroached more and more upon them to the vicinity of the Western and Leeward Islands, the Cape de Verdes, the Brazil Banks, and beyond. Some few whalers, in spite of the restrictions, still visited the newly-opened fishing-ground.

The general results of the various voyages were on the whole good, and other places began to feel the stimulus of a desire to compete. Providence took part, and early in 1768 several vessels were fitted out from that port for this pursuit. New York, too, entered the lists, and Mr. Robert Murray and the Messrs. Franklin fitted a sloop for the same purpose, and she sailed on the 19th of April of that year.† The town of Newport manifested great activity.

It was currently reported in the colonies, during the early part of 1767, that the irksome restrictions upon whaling were to be entirely removed; petitions to that effect had been presented to the home government, and a favorable result was hoped for, and early in 1768 the straits of Davis and Belle Isle were again vexed by the keels of our

* Boston News-Letter.

† There seems to be no accessible report of this vessel's return, and hence the degree of success or failure of her voyage is a matter of doubt. The people of Nantucket were reported to have made £70,000 in 1767.

fishermen, as many as fifty or sixty anchoring in Canso harbor in April of that year, a few of them bound for the former locality, but the majority of them cruising in the vicinity of the Gulf of St. Lawrence and Newfoundland.* Two whaling-sloops from Nantucket, one commanded by ——— Coleman, and the other by ——— Coffin, were lost this season in the straits of Belle Isle, and the crews were saved by Captain Hamilton, of the Merlin sloop of war, who also aided them in saving the sails, rigging, and stores from the wrecks. The fishery in those parts was quite unsuccessful, many vessels, up to the last of August, having taken little or no oil.†

In 1768 there sailed from Nantucket eighty sail of vessels of an average burden of 75 tons, and probably fully as many more from other ports—Cape Cod, Dartmouth, Boston, Providence, Newport, Warren, Falmouth, (Cape Cod,) and perhaps other ports being represented, and the voyages being undertaken to Davis Straits, Straits of Belle Isle, Grand Banks, Gulf of St. Lawrence, and Western Islands. Early in the season the Western Island fleet appears to have done little, but by the middle of September they had obtained an average of about 165 barrels. The northern fleet probably did nearly as well, as numerous instances occur of vessels spoken late in the summer and in the early fall with from 100 to 150 and even as high as 200 barrels. Assuming, then, that 140 vessels returned ‡ with an average produce of 150 barrels (which

* From a log-book kept by Isaiah Eldredge, of the sloop Tryall, of Dartmouth, which sailed April 25, 1768, for the straits of Belle Isle. She cleared from Nantucket, as Dartmouth was not then a port of entry. On Friday, April 29, she was at anchor in Canso Harbor, with 50 or 60 other whalers. Saturday, May 7, left Crow Harbor and, at night anchored in Man-of-War Cove, Canso Gut, "with about 60 sail of whalers." The vessels were continually beset with ice, and on the 23d of May they cleared their decks of snow, which was "almost over shoes deep." They killed their first whale on the 22d of July. The larger number of vessels were spoken in pairs, which was the usual manner of cruising. The sloop returned to Dartmouth on the 5th of November. This log runs to 1775, and commences again in 1785, ending in 1797, with occasional breaks where leaves are cut out.

† In October, 1767, a whaling-sloop, belonging to Nantucket, arrived at the bar off that port, on board of which were four Indians, who had had some dispute at sea and agreed to settle it on their return. As the vessel lay at anchor the officers and crew—except three white men and these Indians—went ashore. The whites being asleep in the cabin, the Indians went on deck, divided into two parties, and, arming themselves with whaling-lances, commenced the affray. The two on one side were killed immediately, the other two were unhurt. The white men, hearing the affray, rushed upon deck, and, seeing what was done, secured the murderers. In November of the same year some Newburyport fishermen were astounded at perceiving their vessel hurried through the water at an alarming rate without the aid of sails. Upon investigating the cause, it was found that the anchor was fast to a whale (or *vice versa*), and the cable was cut, relieving them of their unsolicited propelling power.—(Boston News-Letter.)

‡ Of the 80 vessels sailing from Nantucket but 70 returned, the other 10 being either captured by the French or lost at sea. The same ratio is assumed for the remainder of the fleet. In 1769 a Marblehead brig, the Pitt Packet, Capt. Thos. Power, was boarded by the Rose man-of-war, for the sake of impressing men. Four of the crew, arming themselves with harpoons, retreated to the fore-peak, resolved to resist to the

was the actual average import at Nantucket)* and we have as the result of the season's fishing 21,000 barrels, worth, at £18 per ton, the ruling price, £47,200, or about \$236,000.

"Between the years 1770 and 1775," says Macy,† "the whaling business increased to an extent hitherto unparalleled. In 1770 there were a little more than one hundred vessels engaged; and in 1775 the number exceeded one hundred and fifty, some of them large brigs. The employment of so great and such an increasing capital may lead our readers to suppose that a corresponding profit was realized, but a careful examination of the circumstances under which the business was carried on will show the fallacy of such a conclusion. Many branches of labor were conducted by those who were immediately interested in the voyages.‡ The young men, with few exceptions, were brought up to some trade necessary to the business. The rope-maker, the cooper, the blacksmith, the carpenter—in fine, the workmen were either the ship-owners or of their household; so were often the officers and men who navigated the vessels and killed the whales. While a ship was at sea, the owners at home were busily employed in the manufactory of casks, iron-work, cordage, blocks, and other articles for the succeeding voyage. Thus the profits of the labor were enjoyed by those interested in the fishery, and voyages were rendered advantageous even when the oil ob-

extent of their lives. In the *melée* the boarding lieutenant was killed. But three of the men, none of whom, says the News-Letter, were Americans, allowed themselves to become intoxicated, and all were captured.

* Macy's Nantucket, p. 233.

† *Ibid.*, p. 68. In the spring of 1770 three whalemén fitted out from Middletown, Conn. They returned in October of the same year, having met with very poor success.

‡ The almost universal method of settling the voyages of American whalemén was by "lays," each officer and man being shipped to receive a certain proportion of the earnings as his pay. In this way each one was directly interested in the general result. For instance, in settling the voyage of the ship *Lion*, of Nantucket, in 1807, the account as stated in the Coll. of the Mass. Hist. Soc., ii ser., iii vol., p. 19, is thus:

Dr.		Cr.
To amount of charge	\$362 75	By 37,358 gallons body oil.... \$19,766 14
To sundry accounts, clearing ship, &c., (no charge against captain, mate, and boy).....	43 38	By 16,868 gallons head matter. 17,849 73
		By 150½ gallons black oil..... 45 15
		37,661 02
The share of the captain, ¼... \$2,072 13		Boy, ¼..... \$310 82
Mate, ¼..... 1,381 41		5 blacks, ¼ each..... 2,331 14
Second mate, ¼..... 1,008 06		1 black, ¼ on 400 barrels..... 108 36
2 ends men, ¼ each..... 1,554 10		1 black, ¼..... 414 42
5 ends men, ¼ each..... 2,486 55		1 black, ¼..... 438 80
Cooper, ¼..... 621 64		1 black, ¼ on all but 400 barrels..... 318 10

Remainder, (coming to owners,) \$24,252.74.

Of the interest which those of Nantucket at home had in the success of the ship, Davis says, and with much of truth: "The cooper, while employed in making the casks, took care

tained was barely sufficient to pay the outfits, estimating the labor as a part thereof. This mode of conducting the business was universal, and has continued to a very considerable extent to the present day.* Experience taught the people how to take advantage of the different markets for their oil. Their spermaceti oil was mostly sent to England in its unseparated state, the head matter being generally mixed with the body oil,† for, in the early part of whaling it would bring no more when separated than when mixed. The whale-oil, which is the kind procured from the species called "right-whales," was shipped to Boston

that they were of sound and seasoned wood, lest they might leak his oil in the long voyage; the blacksmith forged his choicest iron in the shank of the harpoon, which he knew, perhaps from actual experience, would be put to the severest test in wrenching and twisting, as the whale, in which he had a one hundredth interest, was secured; the rope-maker faithfully tested each yarn of the tow-line, to make certain that it would carry 200 pounds' strain, for he knew that one weak inch in his work might lose to him his share in a fighting monster."—(Nimrod of the Sea, pp. 48, 49.)

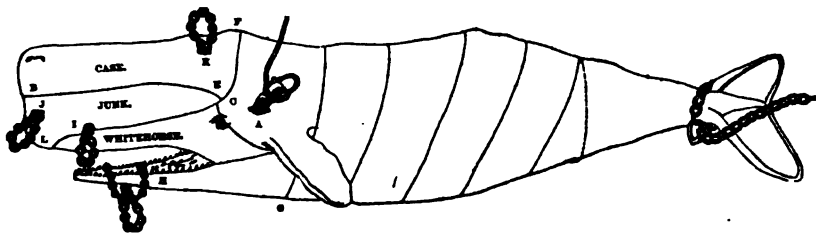
* 1835.

† The difference between "head" and "body" matter of the sperm whale can be best understood by reference to the following description of cutting in and diagram copied from Scammon's "Marine Mammalia:" "The first procedure after the animal is fastened to the ship, is to cut a hole through the blubber, between the eye and fin, at A, as seen in the accompanying outline sketch, then, after cutting the scarfs on each side and around the end of the first blanket-piece, a blubber-hook, attached to one of the cutting-tackles, is inserted into the hole at A, and the piece raised by means of the tackle until the whale is rolled on its side; then the line of separation between the upper jaw and junk is cut, as from L to C, and if a large whale, the line of separation is cut between the junk and case, as from B to E, and a cut is made across the root of the case from E to F; a scarf is also made around the root of the lower jaw, from near the corner of the mouth to G. A chain-strap is then put on the jaw near H and hooked or shackled to the second cutting-tackle, and raised by that purchase, while the other tackle attached to the piece is slackened off, if need be, so as to let the whale roll upon its back; when, by means of the tackle attached, and by cutting away the tongue and the adhering flesh, the jaw is wrenched from its socket and placed on deck. This being accomplished, the first tackle, which is attached to the piece, is hove up by means of the windlass, until the whale is rolled over to its opposite side, when the lines of separation are cut to correspond to those made opposite. Holes are then mortised through the head close to the upper jaw-bone, near I, at the end of the junk, near J, and at the root of the case, near K, and through these holes straps are rove, and lines are made fast to those of the junk and case. The second cutting-tackle is then hooked in the strap which is around the upper jaw at I; the fluke-chain is slackened off, and the first tackle fastened to the piece is lowered, when all hands heave on the head-tackle, forcing the whale down again, and thus bringing the creature's head up, and the body nearly to a vertical position. The officers upon the cutting-stage with their keen spades cut away between the bones and junk from L to C, and the enormous weight of the whole fatty mass of the head hanging down opens the gash between it and the skull-bone; then, cutting cross the end of the junk and root of the case, from E to F, completes the process of cutting off the head, which is temporarily made fast to the ship's quarter. The fluke-chain is then hauled in again, and the blubber is rolled from the body in the same manner as that of a baleen-whale, until coming to the region of the small, when it is unjointed just behind the vent, and the remaining posterior portion of the animal is hoisted on board in one mass. The head, as it is termed, is then hauled up to the gangway, and one of the tackles is hooked into the junk-strap at J, and by means of this cutting-tackle purchase, the head is taken in whole, if the

or elsewhere in the colonies, and there sold for country consumption, or sent to the West Indies."*

The seas continued to be infested with French and Spanish privateers and pirates,† and whalers, especially those frequenting the ocean in the vicinity of the Western Islands, were, from the very nature of their employment, constantly liable to depredations from these corsairs, whether legalized or lawless. In March, 1771, the sloop *Neptune*, Captain Nixon, arrived in Newport from the mole, bringing with him portions of the crews of three Dartmouth whalers, who had been taken on the south side of Hispaniola by a Spanish *guarda costa*. These vessels were commanded by Captain Silas Butler, William Roberts, and Richard Welding. Another whaling vessel belonging to Martha's Vineyard, commanded by Ephraim Pease, was also taken at about the same time, but released in order to put on board of her the remaining prisoners. At this time Pease had taken 200 barrels of oil, and the Dart-

whale is under forty barrels; but if over that size, it is raised sufficiently out of the water to cut the junk from the case, when it is hoisted on deck. The case is then secured by one or both tackles, hove up to the plank-sheer, and an opening is made at its root, of a suitable size to admit the case-bucket, when the oil is bailed out, or the whole case is hove in on deck before being opened; which finishes the cutting-in of a sperm-whale." The "head" or case oil is, when bailed out, as clear and limpid as water, but after a short time thickens and hardens into a mass as purely white as the newly-fallen snow. The body oil is of a coarser nature. For all practical purposes, the general principles of "cutting-in" the sperm-whale will apply to the same process in regard to the right or bone whale; and for a thorough description of these cetaceans, the implements used in their capture, and the saving of the oil, the work quoted above will be found an excellent authority.



* Bancroft says (*Hist. U. S.*, v, p. 265), in 1765 the colonists were not allowed to export the chief products of their industry, such as sugar, tobacco, cotton, wool, indigo, ginger, dyeing-woods, whalebone, &c., to any place but Great Britain—not even to Ireland. Save in the matter of salt, wines, victuals, horses, and servants, Great Britain was not only the sole market for the products of America, but the only store-house for its supplies.

This stringency must, however, have been somewhat relaxed as regards oil, for the *Boston News-Letter* of September 8, 1768, gives the report from London, dated July 13, that the whale and cod fisheries of New England "this season promised to turn out extremely advantageous, many ships fully laden having already been sent to the Mediterranean markets." The success of the Americans seems to have again aroused the jealousy of their English brethren, for in this same year an effort was made in Parliament to revive the bounty to English whalers, with the intent to weaken the American fishery.

† The word "pirate" seems to have been in these days of a somewhat ambiguous signification, and was quite as likely to mean a privateer as a corsair.

mouth vessels, which were carried into St. Domingo, 100 barrels. These captures were made on the 11th of February.*

But it did not always happen that whalers fell so easy a prey to predatory vessels. A little strategy sometimes availed them when a forcible resistance would have been out of the question, and it may be easily believed that men to whom danger and hairbreadth escapes were part of their every-day life would scarcely submit supinely when there was any chance in their favor. A notable instance of this kind occurred in April, 1771. Two Nantucket whaling-sloops, commanded respectively by Isaiah Chadwick and Obed Bunker, were lying at anchor in the harbor of Abaco, when a ship appeared off the mouth of the harbor with her signals set for assistance. With that readiness to aid distressed shipmates which has ever been a distinguishing trait of American whalers, one of the captains with a boat's crew made up of men from each sloop hastened to render such help as was in their power. The vessel's sidereached, the captain immediately boarded her to find what was desired, and much to his surprise had a pistol presented to his head by the officer in command with a peremptory demand that he should pilot the ship into the harbor. He assured the commander that he was a stranger there, but that there was a man in his boat who was acquainted with the port. The man was called and persuaded in the same manner in which the captain had been. The argument used to demonstrate the prudence of his compliance with the request being so entirely unanswerable the man performed the service, anchoring the ship where a point of land lay between her and the sloops. This being done the boat was dismissed and the men returned to their vessels. The Nantucket captains now held a consultation as to what course should be pursued. Those who had been on board the ship noticed that the men seemed to be all armed. They also observed, walking alone in the cabin, a man. The conclusion arrived at was that the ship was in the hands of pirates and that the man in the cabin was the former captain, and measures were immediately inaugurated to secure the vessel and crew. To this end an invitation was extended to the usurping captain, his officers and passengers to dine on board one of the sloops. The courtesy was accepted, and the pirate captain and his boatswain, with the displaced captain as representative of the passengers, repaired on board the sloop. After a short time he became uneasy and proposed to return to his own vessel, but he was seized by the whalers and bound fast and his intentions frustrated. The actual captain now explained the situation, which was, that the ship sailed from Bristol (R. I.?) to the coast of Africa, from thence carried a cargo of slaves to the West Indies, and was on her return home with a cargo of sugar when the mutiny occurred, it being the intention of the mutineers to become pirates, a business at that time quite thrifty and promising. Our fishermen now told the boatswain that if he would go on board the ship and bring the former

* The men who came home with Captain Nixon were Oliver Price, Pardon Slocum, and Philip Harkins.—(Boston News-Letter.)

mate, who was in irons, and aid in recapturing the vessel, they would endeavor to have him cleared from the penalties of the law, and they prudently intimated to him that there was a man-of-war within two hours' sail from which they could obtain force enough to overpower his associates. As a further act of prudence they told him they would set a certain signal when they had secured help from the ship of war.

The boatswain not returning according to the agreement made, one sloop weighed anchor and stood toward the pirate-ship as though to pass on one side of her. As she approached the mutineers shifted their guns over to the side which it seemed apparent she would pass and trained them so as to sink her as she sailed by. But those who navigated the sloop were fully alive to these purposes, and as she neared the ship her course was suddenly changed and she swept by on the other side and was out of range of the guns before the buccaneers could recover from their surprise and reshift and retrain their cannon. On the sloop stood upon her course till they were out of sight of the ship, then tacking, the signal agreed with the boatswain was set and she was steered boldly for the corsair. As she hove in sight, the pirates, recognizing the sign, and believing an armed force from the man-of-war was on board the whaling-vessel, fled precipitately to the shore, where they were speedily apprehended on their character being known. The whalemens immediately boarded their prize, released the mate, and carried the ship to New Providence, where a bounty of \$2,500 was allowed them for the capture and where the chief of the mutineers was hanged.*

About this time Dr. Benjamin Franklin, being in London, was questioned by the merchants there respecting the difference in time between the voyages of the merchantmen to Rhode Island and the English packets to New York. The variation, which was something like fourteen days, was a source of much annoyance to the English merchants, and believing the place of destination might have something to do with it, they seriously contemplated withdrawing the packets from New York and dispatching them to Rhode Island. In this dilemma they consulted Dr. Franklin. A Nantucket captain named Folger,† who was a relative of the doctor's, being then in London, Franklin sought his opinion. Captain Folger told him that the merchantmen were commanded by men from Rhode Island who were acquainted with the Gulf Stream and the effect of its currents, and in the passage to America made use of this knowledge. Of this the English captains were ignorant, not from lack of repeated warnings, for they had been often told that they were stemming a current which was running at the rate of three miles an hour, and that if the wind was light the stream would set them back faster than the breeze would send them ahead, but they were too wise to be advised by simple American fishermen, and so persevered in their own course at a loss of from two to three weeks on every trip. By

* Boston News-Letter.

† Works of Franklin, iii, p. 353. Probably Capt. Timothy Folger, a man who was prominent for many years in the history of Nantucket.

Franklin's request Captain Folger made a sketch of the stream, with directions how to use or avoid its currents, and this sketch made over a century ago is substantially the same as is found on charts of the present day. "The Nantucket whalemén," says Franklin,* "being extremely well acquainted with the Gulph Stream, its course, strength, and extent, by their constant practice of whaling on the edges of it, from their island quite down to the Bahamas, this draft of that stream was obtained of one of them, Captain Folger, and caused to be engraved on the old chart in London for the benefit of navigators by B. Franklin."

Notwithstanding this information so kindly volunteered to them, and notwithstanding the fact that the Falmouth captains were furnished with the new charts, they still persisted in sailing their old course. There is a point where perseverance degenerates into something more ignoble; it would seem as though at this date these self-sufficient captains had about attained that point.

In 1772 two whaling sloops from Nantucket, with 150 barrels of oil each, were captured by a Spanish brig and sloop off Matauzas.† In December of the same year, the brig *Leviathan*, Lathrop, sailed from Rhode Island for the Brazil Banks on a whaling voyage. On the 25th of January they lowered for whales, and in the chase the mate's boat (Brotherton Daggett) lost sight of the brig, but the crew were picked up at sea and brought home by another vessel.

In 1773 quite a fleet of American whalers were on the coast of Africa,‡ no less than 14 being reported as coming from that ground, and probably there were as many more of whom no report was made. One brig from Boston, while off the coast of Sierra Leone, sent a boat ashore with six men to procure water. The boat was seized and the crew all massacred by the natives. In the spring of the following year a sloop owned by Gideon Almy of Tiverton, and another belonging to Boston,

* Works of Franklin, iii, p. 364. In a note Franklin says: "The Nantucket captains, who are acquainted with this stream, make their voyages from England to Boston in as short a time generally as others take in going from Boston to England, viz, from twenty to thirty days." Quite a number of Boston packets to and from England were at this time and for many years after commanded by Nantucket men.

† In May, 1870, according to the Boston News-Letter, no less than 19 vessels cleared from Rhode Island, whaling. The Post-Boy for October 14, 1771, is responsible for the following: "We learn from Edgartown, that a vessel lately arrived there from a whaling voyage, and in her voyage, one Marshall Jenkins, with others, being in a boat which struck a whale, she turned and bit the boat in two, took Jenkins in her mouth, and went down with him; but on her rising threw him into one part of the boat, whence he was taken on board the vessel by the crew; being much bruised—and in a fortnight after, he perfectly recovered. This account we have from undoubted authority."

‡ According to Macy, (p. 54,) the following are the dates of the occupation of various fishing-grounds by Nantucket whalemén in addition to the Davis Strait fishery: Island of Disco, 1751; Gulf of Saint Lawrence, 1761; coast of Guinea, 1763; Western Islands, 1765; east of Banks of Newfoundland, 1765; coast of Brazil, 1774. According to a local tradition, the first Nantucket whaleman who "crossed the line," arrived home from his voyage on the day of the battle of Concord and Lexington. This was the brig *Amazon*, Uriah Bunker, commander.

were seized, while watering at Hispaniola, by a French frigate, carried into Port-au-Prince and there condemned.*

In 1774 a report came by the way of Fayal that a small American whaling brig was lying in the harbor of Rio Janeiro with only her captain and three men on board. It appears that, putting in there for refreshments,† in the summer of 1773, a portion of her crew were, "by fair or foul means," induced to ship on a Portuguese snow ‡ for a three months' whaling voyage. The snow was provided with harpoons and other whaling craft, made after the English models, and was cruising for sperm whales, a business altogether new to the Portuguese, who had been, hitherto, ignorant of any but the right whale, and had never ventured even in the pursuit of them out of sight of land. The brig still lay there in October, 1773, waiting the return of her men.§

In 1774 the whale-fishery in the colonies must have been in the full tide of success. There were probably fitted out annually at this time no less than 360 vessels of various kinds, with an aggregate burden of nearly 33,000 tons, and employing directly about 4,700 men, and indirectly an immensely greater number. Despite the depredations of French and Spanish privateers the fishery continued to flourish. The annual production from 1771 to 1775 was probably at least 45,000 barrels of spermaceti oil, and 8,500 barrels of right whale oil, and of bone nearly or quite 75,000 pounds.|| In the various seaport towns from

* Boston News-Letter.

† Some vessels never dropped anchor in a port from the day they sailed until their return; but scurvy was very apt to manifest itself where a crew was so long deprived of fresh provisions.

‡ "A snow is a vessel equipped with two masts resembling the main and foremast of a ship, and a third small mast, abaft the mainmast, carrying a trysail. These vessels were much used in the merchant service at the time of the Revolution." (Lossing's Field Book, ii, p. 846, note.)

§ Boston News-Letter.

|| *State of the whale-fishery in Massachusetts, 1771 to 1775.*

Ports.	Vessels fitted annually for northern fishery.		Vessels fitted annually for southern fishery.		Seamen employed.	Sperm-oil taken annually.	Whale-oil taken annually.
	No.	Tonnage.	No.	Tonnage.			
Nantucket	65	4,875	85	10,200	2,025	26,000	4,000
Wellfleet	20	1,600	10	1,000	430	2,250	1,250
Dartmouth	60	4,500	20	2,000	1,040	7,200	1,400
Lynn	1	75	1	120	23	200	100
Martha's Vineyard	12	720	.....	.....	156	900	300
Barnstable	2	150	.....	.....	28	210	.....
Boston	15	1,300	5	700	960	1,200	600
Falmouth, (Cape Cod)	4	300	.....	.....	52	400	.....
Swansey	4	300	.....	.....	52	400	.....
	163	13,820	121	14,020	4,050	39,390	7,650

These statistics are from Jefferson's report, and were gathered for him by governor of Massachusetts.

which this pursuit was carried on, in Nantucket, Wellfleet, Dartmouth, Lynn, Martha's Vineyard, Barnstable, Boston, Falmouth, and Swauzey, in Massachusetts, in Newport, Providence, Warren, and Tiverton, in Rhode Island, in New London, Connecticut, Sag Harbor on Long Island, the merry din of the "yo heave ho" of the sailors was heard; the ring of the blacksmith's hammer and anvil made cheery music; the coopers, with their hammers and drivers, kept time to the tramp of their feet as round and round the casks they marched, tightening more and more the bands that bound together the vessels which should hold the precious oil; and the creaking of the blocks as the vessels unloaded their freight, or the riggers fitted them anew for fresh conquests, and the rattle of the hurrying teams as they carried off the product of the last voyage or brought the necessaries for the future one, lent their portion of animation to the scene. Everywhere was hurry and bustle; everywhere all were employed; none that thirsted for employment went away unsatisfied. If a vessel made a bad voyage, the owners, by no means dispirited, again fitted her out, trusting in the next one to retrieve the loss; if she made a profitable one, the proceeds were treasured up to offset a possible failure in some future cruise. On all sides were thrift and happiness.

But a change was near. "A cloud, at first no bigger than a man's hand," was beginning to overshadow the whole heaven of their commercial prosperity. The colonies, driven to desperation by the heartless cruelty of the mother country, prepared to stay further aggression, and resent at the mouth of the cannon and the point of the bayonet the insults and injuries that for a decade of years had been heaped upon them; and the English ministry, against the earnest entreaty of British merchants on both sides of the Atlantic, prepared also to enforce its desires by a resort to arms.*

The first industry to feel the shock of the approaching storm was the fisheries. Massachusetts, the center of this pursuit, was to the English ministers the very focus of the insurrectionary talk and action, and "the first step," says Bancroft, "toward inspiring terror was, to declare

According to Pitkin, among the exports of the colonies, including Newfoundland, Bahamas, and Bermudas, were, for the year 1770:

	Great Britain.	Ireland.	South of Europe.	West Indies.	Africa.	Total.
Sperm candles pounds	4,865	450	14,167	351,625	7,905	379,012
Whale-oil tons	5,209	22	175	268		5,677
Whalebone pounds	112,971					112,971

Value sterling: Sperm candles, £23,688 4s. 6d.; whale-oil, £83,012 15s. 9d.; bone, £19,121 7s. 6d.

* The colonial trade had become to many English merchants and manufacturers a matter of great importance, and the loss of it would be a serious misfortune. One of the industries which would feel the deprivation most strongly was the manufacture of cordage, of which the Americans were by far the chiefest purchasers in the English market.

Massachusetts in a state of rebellion, and to pledge the Parliament and the whole force of Great Britain to its reduction; the next, by prohibiting the American fisheries, to starve New England; the next, to excite a servile insurrection.*

Accordingly on the 10th of February, 1775, the ministry introduced into Parliament a bill restricting the trade and commerce of Massachusetts Bay, New Hampshire, Connecticut, and Rhode Island to Great Britain, Ireland, and the British West Indies, and prohibiting the colonies from carrying on any fishery on the Banks of Newfoundland or any other part of the North American coast.† “The best shipbuilders in the world were at Boston, and their yards had been closed; the New England fishermen were now to be restrained from a toil in which they excelled the world. Thus the joint right to the fisheries was made a part of the great American struggle.”‡ To this bill there was a small but active and determined opposition, both in the House of Lords and House of Commons. It was urged on the part of the ministry that the fisheries were the property of England, and it was with the English government to do as they pleased with them. To this opinion the minority strenuously demurred. “God and nature,” said Johnston, “have given that fishery to New England and not to Old.”§ It was also argued by the friends of America that if the American fishery was destroyed the occupation must inevitably fall into the hands of the natural rivals of Great Britain. Despite the efforts of the little band the bill was received by a vote of 261 to 85, and passed through its various stages. As each phase was reached the act was fought determinedly but uselessly and hopelessly. The merchants and traders of London petitioned against it, and the American merchants secured the services of David Barclay to conduct the examination of those who were called to testify by the friends and opponents of the bill.|| “It was said, that the cruelty of the bill exceeded the examples of hostile rigour with avowed enemies; that

* Bancroft's United States, vii, p. 222, February, 1775.

† Eng. Annual Reg., 1775, p. 78.

‡ Bancroft's United States, vii, p. 239.

§ *Ibid.*

|| Among the evidence given was much tending to show the importance of the colonial trade. It appeared that in 1764 New England employed in the fisheries 45,880 tons of shipping and 6,002 men, the product amounting to £322,220 16s. 3d. sterling in *foreign markets*; that all the materials used in the building and equipping of vessels, excepting salt and lumber, were drawn from England, and the net proceeds were also remitted to that country; that neither the whale nor cod fishery could be carried on so successfully from Newfoundland or Great Britain as from North America, for the natural advantages of America could neither be counteracted nor supplied; that, if the fishery was transferred to Nova Scotia or Quebec, government would have to furnish the capital, for they had neither vessels nor men, and these must come from New England; that it must take time to make the change, and the trade would inevitably be lost; and that American fishermen had such an aversion to the military government of Halifax, and “so invincible an aversion to the loose habits and manners of the people, that nothing could induce them to remove thither, even supposing them reduced to the necessity of emigration.”—(Eng. Annual Reg.)

in all the violence of our most dangerous wars it was an established rule in the marine service, to spare the coast-fishing craft of our declared enemies; always considering that we waged war with nations, and not with private individuals.”*

It was claimed that by the provisions of the bill much hardship must fall upon many people who were already at sea, and who from the very nature of their occupations must be innocent. “The case of the inhabitants of Nantucket was particularly hard. This extraordinary people, amounting to between five and six thousand in number, nine-tenths of whom are Quakers, inhabit a barren island, fifteen miles long by three broad, the products of which were scarcely capable of maintaining twenty families. From the only harbour which this sterile island contains, without natural products of any sort, the inhabitants, by an astonishing industry, keep an 140 vessels in constant employment. Of these, eight were employed in the importation of provisions for the island, and the rest in the whale-fishery.” A petition was also presented from the English Quakers in behalf of their brethren at Nantucket, in which they stated the innocence of the inhabitants of that island, “their industry, the utility of their labours both to themselves and the community, the great hazards that attended their occupation, and the uncertainty of their gains; and shewed that if the bill passed into a law, they must in a little time be exposed to all the dreadful miseries of famine. The singular state and circumstances of these people, occasioned some attention to be paid to them. A gentleman on the side of the administration said, that on a principle of humanity he would move, that a clause should be added to the bill, to prevent the operation from extending to any whale-ships, which sailed before the 1st of March, and were at that time the property of the people of Nantucket.”†

“The bill,” says a reviewer of the time, “was attacked on every ground of policy and government; and with the greatest strength of language and height of colouring. The minority made amends for the smallness of their numbers by their zeal and activity. * * * * Evil principles,” they contended, “were prolific; the Boston Port Bill begot this New England Bill; this will beget a Virginia Bill; and that again will become the progenitor of others, until, one by one, parliament has ruined all its colonies, and rooted up all its commerce; until the statute-book becomes nothing but a black and bloody roll of proscriptions; a frightful code of rigour and tyranny; a monstrous digest of acts of penalty and incapacity and general attainder; and that wherever it is opened it will present a title for destroying some trade or ruining some province.”‡

It was during the debate upon this bill that Burke made that eloquent defense of the colonies which has rung in the ears of every boy born

* Eng. Annual Reg., 1775, p. 80.

† Eng. Annual Reg., 1775, p. 85.

‡ *Ibid.*, p. 85.

or bred in a seaport town since the day it was uttered. "For some time past, Mr. Speaker," said Burke, "has the Old World been fed from the New. The scarcity which you have felt would have been a desolating famine, if this child of your old age,—if America,—with a true filial piety, with a Roman charity, had not put the full breast of its youthful exuberance to the mouth of its exhausted parent. Turning from the agricultural resources of the Colonies, consider the wealth which they have drawn from the sea by their fisheries. The spirit in which that enterprising employment has been exercised ought to raise your esteem and admiration. Pray, Sir, what in the world is equal to it? Pass by the other parts, and look at the manner in which the People of New England have of late carried on the whale fishery. Whilst we follow them among the tumbling mountains of ice, and behold them penetrating into the deepest frozen recesses of Hudson's Bay and Davis' Straits, whilst we are looking for them beneath the Arctic Circle, we hear that they have pierced into the opposite region of Polar cold, that they are at the antipödes, and engaged under the frozen serpent of the South. Falkland Island, which seemed too remote and romantic an object for the grasp of national ambition, is but a stage and resting-place in the progress of their victorious industry.* Nor is the equinoctial heat more discouraging to them than the accumulated winter of both the Poles. We know that whilst some of them draw the line and strike the harpoon on the coast of Africa, others run the longitude, and pursue their gigantic game, along the coast of Brazil. No sea but what is vexed by their fisheries. No climate that is not a witness to their toils. Neither the perseverance of Holland, nor the activity of France, nor the dexterous and firm sagacity of English enterprise, ever carried this most perilous mode of hardy industry to the extent to which it has been pushed by this recent People; a People who are still, as it were, but in the gristle, and not yet hardened into the bone, of manhood. When I contemplate these things,—when I know that the Colonies in general owe little or nothing to any care of ours, and that they are not squeezed into this happy form by the constraints of a watchful and suspicious Government, but that, through a wise and salutary neglect, a generous nature has been suffered to take her own way to perfection,—when I reflect upon these effects, when I see how profitable they have been to us, I feel all the pride of power sink, and all presumption in the wisdom of human contrivances melt, and die away within me. My rigor relents. I pardon something to the spirit of liberty."

But eloquence, logic, arguments, facts availed nothing. The bill became a law. In the upper house of Parliament, where a minority fought

* At this time the Falkland Islands were the subject of considerable acrimony between the English, Spanish, and Brazilian governments. According to Freeman (*Hist. Cape Cod*, ii, p. 539, note), the people of Truro were the first of our American whalers to go to the Falklands. In 1774 Captains David Smith and Gamaliel Collins, at the suggestion of Admiral Montague, of the British navy, made voyages there on that pursuit, in which they were very successful.

the bill as determinedly as the minor part of the Commons, fifteen lords entered a protest against it. The island of Nantucket was, for the reasons enumerated, relieved somewhat from its extremest features, a fact which did not escape the surveillance of the provincial authorities, who in their turn restricted the exportation of provisions from any portion of the colonies, save the Massachusetts Bay, to that island, and the Provincial Congress of Massachusetts further prohibited any exportation from that colony, save under certain regulations.* But, like the mother country, the colonies yielded to the behests of humanity and relaxed their stringency in regard to this island.

At an early day after the formal opening of the issue of battle between England and the plantations, the general court of Massachusetts passed a resolve, directing "that from and after the fifteenth Day of August instant, no Ship or Vessell should sail out of any port in this Colony, on any whaling Voyage whatever, without leave first had and obtained from the Great and General Court of this Colony, or from some Committee or committees or persons they shall appoint to grant such leave;" and on the 24th of August, the day for adjournment of the court being near at hand, it was further resolved, in view of possible damage liable to accrue to parties for want of these permits, "that the Major part of the Council for this Colony be, and they accordingly are, hereby fully impowered to grant leave for any Vessell or Vessells to sail out of any port in this Colony, on any whaling Voyage whatever, as to them shall seem fit & reasonable for the Benefit of Individuals, and the Good of the Public, provided there be good & sufficient security given that the Oil & Bone, &c., obtained on said Voyage shall be brought into some Port in this Colony, except the port of Boston, & such Permits do not interfere with any Resolve or Recommendations of the Continental Congress:—The power herein given to continue only in the recess of the general court."†

The bells that called the hardy yeomanry of New England to the defense of their imperiled liberties on the ever-memorable morning of the 19th of April rung the death-knell of the whale-fishery, save that carried on from Nantucket; the rattle of musketry was the funeral volley over its grave.‡ Save from this solitary island, it was doomed to

* Mass. Col. MSS., Provincial Congress, i, p. 300.

† Mass. Col. MSS. Rev. Council Papers, series i, vol ii, p. 17.

‡ The shipping of Nantucket rendered important ante-revolutionary aid to the colonists in the importation of powder, a service that was continued at intervals during the war. The Earl of Dartmouth, in a letter to Lieutenant-Governor Colden, dated 7th September, 1774, says: "My Information says that the Polly, Captⁿ Benjamin Broadhelp, bound from Amsterdam to Nantucket, has among other Articles received on board, no less a quantity than three Hundred thousand pounds weight of Gunpowder, & I have great reason to believe that considerable quantities of that commodity, as well as other Military Stores, are introduced into the Colonies from Holland, through the Channel of St. Eustatia." (N. Y. Col. Rec., viii, p. 487.) St. Eustatia was captured by the English during the colonial war, the chief grounds of the capture being the alleged supply to the revolting colonies of contraband goods.

annihilation. A few vessels were fitted out early in the war from other ports, but the risk was so great and the necessity so small that the business was soon abandoned. With Nantucket it was simply a case of desperation; the business must be carried on, or the island must be depopulated; starvation or removal were the only alternatives of inaction. The receipt of the news of the battle at Lexington and Concord, glorious as it was to the colonies at large, and glorious as it may have been to the islanders whose religious principles were not rigidly opposed to war in any form and under any circumstances, was to the majority of the inhabitants the announcement of ruined fortunes, annihilated commerce, misery, privation, and suffering. Without the immediate circle of colonial assistance, knowing that they were cut off from aid in case they were attacked, open to and defenseless at all sides from the predatory raids of avowed enemies and treacherous, pretended friends, the only course left open to them to adopt was to be as void of offense as possible and strive to live through the desperate struggle just about to commence. Some of the people removed to New York and eventually established the whale-fishery there. Some removed to North Carolina and there formed a community remarkable for thrift and hospitality; but the vast majority preferred to link their fortunes with those of their island home, and with her sink or swim. Vessels from abroad turned their prows toward home and speeded on their way, hoping to attain their port before English armed vessels could intercept them; those already arrived were most of them stripped of their sails and rigging and moored to the crowded wharves or run high and dry ashore.

The petitions of parties for permission to fit out their vessels for whaling were almost invariably complied with by the general court, bonds being given in about £2,000 that the cargo should be landed at some port in the colony, excepting Boston or Nantucket.*

In 1776 the Continental Congress endeavored to induce France to en-

* The following is the form of the bond :

"Know all men by these presents that Nathaniel Macy & Rich^d Mitchell Jr both of Sherburn in the County of Nantucket, are holden & stand firmly bound unto Henry Gardner Esq of Stowe in the County of Middlesex Treasurer of the Colony of the Massachusetts Bay or his Successors in s^d office in the Lawful & Just sum of Two thousand pounds to the which payment well & truly to be made we bind ourselves our Heirs Exec['] or Administrators, firmly by these presents sealed wth our seal Dated this fourteenth day of September Anno Dom: 1775.

"The Condition of this obligation is such that whereas the above-said Nathaniel Macy is about to Adventure to sea on a whale Voyage the schooner Dighton Silas Paddack Master—if then the s^d Silas Paddack or any other person who may have the Command of s^d schooner Dighton, during s^d Voyage shall well & truly bring or Cause to be brought into some port or harbour of this Colony except the port of Boston or Nantucket all the oil & whale Bone that shall be taken by s^d schooner Dighton in the Course of s^d Voyage & produce a Certificate under the hands of the Selectmen of s^d Town Adjoining to such port or harbour that he there Landed ye same then the

gage in war against England, but in the proposed negotiations the fisheries on the banks of Newfoundland and the various gulfs and bays of North America were to be understood as not open to a question of division. Spain, too, was applied to. "The Colonies," says Bancroft, "were willing to assure to Spain freedom from molestation in its territories; they renounced in favor of France all eventual conquests in the West Indies; but they claimed the sole right of acquiring British Continental America and all adjacent islands, including the Bermudas, Cape Breton, and Newfoundland. It was America and not France which first applied the maxim of monopoly to the fisheries. The King of France might retain his exclusive rights on the banks of New Foundland, as recognized by England in the treaty of 1763, but his subjects were not to fish 'in the havens, bays, creeks, roads, coasts, or places,' which the United States were to win."*

In the mean time how was England affected by her American policy? The colonial fishery being abolished, it became essential that something should be done to replace it, "and particularly to guard against the ruinous consequences of the foreign markets, either changing the course of consumption or falling into the hands of strangers, and those perhaps inimical to this country. The consumption of fish-oil as a substitute for tallow was now become so extensive as to render that also an object of great national concern; the city of London alone expending about £300,000 annually in that commodity."† The evidence taken on behalf of the ministry in support of their restraining-bill, tending to show that there already existed sufficient capital in ships, men, and money for the immediate and safe transfer of the whale fishery to England, while well enough for partisan purposes, was not considered so reliable by the parties bringing it forward, and the government was not at all desirous or willing to risk a matter of such extreme importance upon the testimony there given.

Measures were accordingly taken to give encouragement to this pursuit to the fishermen and capitalists of Great Britain and Ireland.‡ The committee having the subject in charge were of the opinion that a bounty should extend to the fisheries to the southward of Greenland

above Obligation to be Void & of none Effect otherways to stand and remain in full force & virtue.

"NAT^{AL} MACY,

"RICH^D MITCHELL, Jr."

"Signed, Sealed, & dld in presence of us."

C.

(Mass. Col. MSS. Misc., iii, p. 64.)

The colonial papers of March 28, 1776, mention that the English frigate *Renown*, on her passage to America, took ten sail of American whalemén, which were sent to England to avoid the danger of recapture.

* Bancroft's U. S., ix, p. 132.

† Eng. Annual Reg. 1775, p. 113.

‡ Speech of the Earl of Harcourt to the Irish Parliament, October 10, 1775.

and Davis Straits, and at the same time that the duties on oil, blubber, and bone, imported from Newfoundland, should be taken off. It was found that the restraining bill worked serious damage to the people of Newfoundland, and also to the fisheries from the British islands to that coast, as, in order to prevent absolute famine there, it was necessary that several ships should return light from that vicinity in order to carry cargoes of provisions from Ireland to the sufferers there.*

The English fishery, even under the encouragement given, did not, however, answer the expectations or hopes of its friends. It was not so easily transferred as had been imagined. A few more vessels sailed from Great Britain, employing, of course, a few more men, but the extra supply was a mere trifle in comparison to the deficiency that the restraining bill had caused.

The colonies, in turn, passed a bill cutting off supplies to the English fleet from the plantations,† a course entirely unforeseen by the sage adherents of the British bill. As a natural consequence, the fishery, which promised so well on paper, and upon which the majority in Parliament had founded so many hopes, failed to yield them the solace for the evil done to America that they so fondly anticipated. Many ships, instead of bearing to England supplies, only returned there for provisions to relieve the distress they found on the coast, both on the sea and the land. Indeed, it was estimated that the colonial restraining act caused a loss to England in the fishery in these parts alone of fully half a million of pounds sterling.‡ To add to the calamities caused by man, the very elements seemed combined against them, for a terrible storm arose, and the center of its fury was the shores and banks of Newfoundland. "This awful wreck of nature," says a chronicler of the time, "was as singular in its circumstances as fatal in its effects. The sea is said to have risen 30 feet almost instantaneously. Above seven hundred boats, with their people, perished, and several ships, with their crews. Nor was the mischief much less on the land, the waves overpassing all mounds, and sweeping everything before them. The shores presented a shocking spectacle for some time after, and the fishing-nets were hauled up loaded with human bodies."§ These misfortunes the opposers of the bill attributed to the vengeance of an indignant Providence.

But Parliament went further than this, and added to the atrocity of this measure another none the less barbarous. It was decreed that all those prisoners who should be taken on board of American vessels should be compelled, without distinction of rank, to serve as common

* Annual Reg., 1776, p. 131.

† The "Restraining" bill.

‡ Eng. Annual Reg., 1776, p. 49.

§ English Annual Reg., 1776, p. 43. There was also much distress at the Barbadoes. It was thought at one time to draw supplies for beleaguered Boston from these islands, but cut off as they were from supplies from the colonies, with 80,000 blacks and 20,000 whites to feed, the project was deemed in the highest degree dangerous.

sailors on British ships of war. This proposed measure was received with great indignation by those gentlemen in Parliament whom partisan asperity had not blinded to every feeling of justice to or compassion for the colonies. The clause in the bill which contained this provision was "marked by every possible stigma," and was described by the Lords, in their protest, as "*a refinement in tyranny*" which, "*in a sentence worse than death, obliges the unhappy men who shall be made captives in this predatory war to bear arms against their families, kindred, friends, and country; and after being plundered themselves, to become accomplices in plundering their brethren.*"* And, by the articles of war, these very men were liable to be shot for desertion.

By the action of this measure large numbers of Nantucket whaling captains with their crews and a few from other ports were captured by the English, and given their choice either to enter the service of the King in a man-of-war or sail from an English port in the same pursuit to which they had become accustomed.† In September (13th,) 1779, John Adams, writing from Braintree‡ to the council of Massachusetts, says: "May it please your Honours: § While I resided at Paris I had an opportunity of procuring from London exact Information concerning the British Whale Fishery on the Coast of Brazil, which I beg Leave to communicate to your Honours, that if any advantage can be made of it the opportunity may not be lost.

"The English, the last year and the year before, carried on, this Fishery to very great advantage, off of the River Plate, in South America in the Latitude Thirty five south and from thence to Forty, just on the edge of soundings, off and on, about the Longitude sixty five, from London. They had seventeen vessells in this Fishery, which all sailed from London, in the Months of September and October. All the officers and Men are Americans.

"The Names of the Captains are, Aaron Sheffield of Newport, ———, Goldsmith || and Richard Holmes from Long Island, John Chadwick, Francis May, || Reuben May,** John Meader, Jonathan Meader, Elisha

* Annual Reg., 1776, p. 118.

† To his captors Capt. Nathan Coffin, of Nantucket, nobly said, "Hang me, if you will, to the yard-arm of your ship, but do not ask me to be a traitor to my country."—(Bancroft, ix, p. 313.)

‡ Adams, vii, p. 63. This is almost identical with the letter in Mass. Col. MSS., Resolves, vi, p. 216.

§ In 1778 the commissioners (Franklin and Adams) in France wrote to the President of Congress in nearly the same words, urging the destruction of the English whale-fishery on the coast of Brazil and the release of the Americans there, who were practically prisoners of war, compelled to aid in supporting the enemy. In the letter of the commissioners, dated Passy, ———, 1778, Messrs. Franklin and Adams write that three whalemén have been taken by French men-of-war and carried into L'Orient. The crews of these whaling-vessels are Americans. (Works of John Adams, vii, p. 63.)

|| William Goldsmith, who sailed from Nantucket for London with a cargo of oil in April, 1775.

¶ Francis Macy.

** Reuben Macy.

Clark, Benjamin Clark, William Ray, Paul Pease, Bunker Fitch, Reuben Fitch, Zebbeedee Coffin* and another Coffin, ——— Delano,† Andrew Swain, William Ray, all of Nantucket, John Lock, Cape Cod;‡ four or five of these vessels went to Greenland. The fleet sails to Greenland, yearly, the last of February or the Beginning of March. There was published, the year before last, in the English Newspapers, and the same Imposture was repeated last year, and no doubt will be renewed this, a Letter from the Lords of Admiralty to Mr. Dennis De Beralt, in Colman street, informing, him that a Convoy should be appointed to the Brazil Fleet. But this, I had certain Information, was a Forgery calculated mainly to deceive American Privateers, and that no Convoy was appointed, or did go with that Fleet, either last year, or the year before.

“For the Destruction or Captivity of a Fishery so entirely defenceless, for not one of the Vessels has any arms, a single Frigate or Privateer of Twenty-four, or even of Twenty guns, would be sufficient. The Beginning of December, would be the best Time to proceed from hence, because the Frigate would then find the Whaling Vessels nearly loaded. The Cargoes of these Vessels, consisting of Bone and Oyl, will be very valuable, and at least four hundred and fifty of the best kind of seamen would be taken out of the Hands of the English, and might be gained into the American service to act against the Enemy. Most of the officers and Men wish well to this Country, and would gladly be in its service if they could be delivered, from that they are engaged in. *Whenever an English Man of war, or Privateer, has taken an American Vessel, they have given to the Whalemens among the Crew, by order of Government, their Choice, either to go on Board a Man of war, and fight against their Country or go into the Whale Fishery. Such Numbers have chosen the latter as have made up the Crews of these seventeen Vessels.*§

“I thought it my Duty to communicate this Intelligence to your Honours, that if so profitable a Branch of Commerce, and so valuable a Nursery of Seamen, can be taken from the English it may be done. This State has a peculiar Right and Interest to undertake the Enterprise, as almost the whole fleet belongs to it. I have the Honour to be, with the highest Consideration, your Honours most obedient & most humble servant

“JOHN ADAMS.”

This letter was referred to a committee who reported that a copy of it should be sent to the President of the Continental Congress, which report was adopted, and thus Massachusetts let slip through her fingers the identical golden opportunity which the General Government had neglected the year before. The suggestions of Mr. Adams, who of all our revolutionary statesmen seems most to have understood and appre-

* Zebdiel Coffin.

† Abisha Delano (probably.)

‡ From Nantucket. Twenty names are given in this list.

§ Not italicised in the original.

ciated the importance of this industry, were practically disregarded.* It is difficult to calculate how much the American whale-fishery was affected by this failure to act on this suggestion of Mr. Adams. Many of these captains and men, and others captured at other times during the war, had at its close sailed so long from British ports that the extraordinary inducements held out by the English, and the depression in their business in the United States, immediately succeeding the close of the war, operated to transfer to that country their skill and, measurably, their capital.

----- In the years 1778-'79 the English navy made several forays upon the sea-coast towns of New England, destroying much property at Warren, R. I., Dartmouth, Martha's Vineyard, and Nantucket in Massachusetts.† Indeed, these predatory raids were frequent throughout the war, and liable to occur at any time, consequently the unfortunate inhabitants were kept in a continual ferment. During the same time the government of France was continually intriguing for the exclusive possession of the North American fisheries. On the 6th of February, 1778, a treaty of amity and commerce was arranged between France and the United States. Upon this point each side was to retain the exclusive right to its own. The Americans conceded to the French the rights reserved by the treaties of Utrecht‡ and Paris,§ even to the French interpretation of them, which were the right to fish upon the Banks, and the exclusive use of one-half the shores of Newfoundland upon which to dry their

* An exception to the general apathy in this respect occurred late in the fall or early in the winter of 1776, when boats from the *Alfred*, man-of-war, were sent ashore at Canso and destroyed the whaling interest there, burning all the materials for that industry, together with all the oil stores with their contents.

† "Return of vessels and stores destroyed on Acushnet River the 5th of September, 1778: 8 sail of large vessels, from 200 to 300 tons, most of them prizes; 6 armed vessels, carrying from 10 to 16 guns; a number of sloops and schooners of inferior size, amounting in all to 70, besides whale-boats and others; amongst the prizes were three taken by Count D'Estaing's fleet; 26 store-houses at Bedford, several at McPherson's Wharf, Crans Mills, and Fairhaven; these were filled with very great quantities of rum, sugar, melasses, coffee, tobacco, cotton, tea, medicines, gunpowder, sail-cloth, cordage, &c.; two large rope-walks.

"At Falmouth, in the Vineyard Sound, the 10th of September, 1778: 2 sloops and a schooner taken by the galleys, 1 loaded with staves; 1 sloop burnt.

"In Old Town harbour, Martha's Vineyard: 1 brig of 150 tons burden, burnt by the *Scorpion*; 1 schooner of 70 tons burden, burnt by ditto; 23 whale-boats taken or destroyed; a quantity of plank taken.

"At Holmes's Hole, Martha's Vineyard: 4 vessels, with several boats, taken or destroyed; a salt-work destroyed, and a considerable quantity of salt taken."—(Ricketson's *New Bedford*, p. 282.)

At Sag Harbor, L. I., property was taken or destroyed to a large amount; Newport suffered greatly; Nantucket lost twelve or fourteen vessels, oil, stores, &c., to the value of £4,000 sterling. Warren, R. I., suffered during the war to the extent of 1,090 tons of shipping, among them two vessels loaded with oil, and a large amount of other property. Sag Harbor also lost one or more vessels by capture.

‡ April 11, 1713.

§ February 10, 1763.

fish.* In regard to what disposition should be made of that island in case it should be captured, nothing was said; the sentiment of New England, however, upon that point was unmistakable. Later in the same year Samuel Adams, in a letter from Philadelphia, wrote: "I hope we shall secure to the United States, Canada, Nova Scotia, Florida too, and the fishery, by our arms or by treaty." He writes further, and every year of the past century has borne witness to the soundness of his views: "*We shall never be on a solid footing, till Great Britain cedes to us, or we wrest from her, what nature designs we should have.*"†

France also sought the aid of Spain, and that power was given to understand that in the final treaty of peace between the United States and England, they, too, would necessarily have some voice. Vergennes, in October (1778) stated, as the only stipulations which France would require, that in the final negotiations the treaty of Utrecht must be either wholly continued or entirely annulled; that she must be allowed to restore the harbor of Dunkirk; and that she must be allowed "the coast of Newfoundland, from Cape Bonavista to Cape St. John, with the exclusive fishery from Cape Bonavista to Point Riche."‡ By a treaty made with Spain, April 12, 1779, France bound herself to attempt the invasion of Great Britain or Ireland, and to share only with Spain the North American fisheries, in case she succeeded in driving the English from Newfoundland.

These discussions (as to the terms to be embraced in the final treaty of peace) were necessary pending the question of an alliance with France and Spain against England. When the subject of frontiers was brought up, France, while yielding all claim to the provinces of Canada and Nova Scotia, which for years had been hers, joined heartily with Spain in opposing the manifest desire of the Americans to secure them. Two States persisted in the right and policy of acquiring them, but Congress, as a body, deferred to the French view of the subject. "With regard to the fisheries, of which the interruption formed one of the elements of the war, public law had not yet been settled. By the treaty of Utrecht, France agreed not to fish within thirty leagues of the coast of Nova Scotia; and by that of Paris, not to fish within fifteen leagues of Cape Breton. Moreover, New England at the beginning of the war had, by act of Parliament, been debarred from fishing on the banks of Newfoundland * * * . "The fishery on the high seas," so Vergennes expounded the law of nations, "is as free as the sea itself, and it is superfluous to discuss the right of the Americans to it. But the coast-fisheries belong of right to the proprietary of the coast. Therefore the fisheries on the coasts of Newfoundland, of Nova Scotia, of Canada, belong exclusively to the English; and the Americans have no

* Bancroft's U. S., ix, 481. The fact must be kept in mind that whaling and fishing for cod were both carried on on nearly the same waters and often by the same vessels.

† Bancroft's U. S., x, 177.

‡ Bancroft's U. S., x, p. 184.

pretension whatever to share in them.* In vain the United States urged that the colonies, almost exclusively, had improved the coast-fisheries, and considered that immemorial and sole improvement was practical acquisition. In vain they insisted that New England men, and New England money, and New England brains had effected the first conquest of Cape Breton, and were powerful aids to the subsequent conquest of Nova Scotia and Canada, and hence they had acquired at least a perpetual joint propriety. To their arguments Vergennes replied that the conquests were made not for the colonies but for the crown, and when New England dissolved its allegiance to that crown she renounced her right to the coast-fisheries. In the end the United States were obliged to succumb; they had asked aid from foreign powers, and they must yield so far as was practicable to the demands those powers made. These concessions were a portion of the price of independence.

A committee† was appointed by Congress to definitely arrange upon what terms the future treaty of peace with England should be finally consummated, and in February, 1779, they reported that Spain manifested a disposition to form an alliance with the United States, hence independence was an eventual certainty. On the question of fishing they reported that the right should belong properly to the United States, France, and Great Britain in common. This portion of the report was long under discussion in Congress, and it was finally voted that the common right of the United States to fish "on the coasts, bays, and banks of Newfoundland and Gulf of St. Lawrence, the Straits of Labrador, and Belleisle should in no case be given up."‡ Under a vote to reconsider this subject on the 24th of March, Richard Henry Lee proposed that the United States should have the same rights which they enjoyed when subject to Great Britain, which proposition was carried by the votes of Pennsylvania, Delaware, and the four New England States, New York and the Southern States opposing. New York, under the leadership of Jay and Morris, peremptorily declined to insist on this right by treaty, and Morris moved that independence should be the sole condition of peace. This was declared out of order by the votes of the New England States, New Jersey, and Pennsylvania, against the unanimous vote of New York, Maryland, and North Carolina; Delaware, Virginia, and South Carolina being equally divided.

But France had a vital interest in this matter, and the French minister interposed his influence, and on the 27th of May Congress returned to its original resolve, "that in no case, by any treaty of peace, should the common right of fishing be given up."

On the 19th of June the equanimity of the French minister was suddenly and rudely disturbed by Elbridge Gerry, who, being from Marble-

* Bancroft's U. S., x, pp. 210-11.

† Gouverneur Morris, of New York; Burke, of North Carolina; Witherspoon, of New Jersey; Samuel Adams, of Massachusetts; and Smith, of Virginia. (Bancroft's U. S., x, p. 213.)

‡ Bancroft's U. S., x, p. 213.

head, was the steady and persistent champion of the claims of New England, and who, in the prolonged discussions, always came to the front in defense of those rights. Entirely unexpectedly, Gerry, avoiding "a breach of the rules of Congress by a change in form, moved resolutions, that the United States have a common right with the English to the fisheries on the banks of Newfoundland, and the other fishing-banks and seas of North America. The demand was for no more than Vergennes confessed to belong to them by the law of nations; and Gerry insisted that unless the right received the guarantee of France, on the consent of Great Britain, the American minister should not sign any treaty of peace without first consulting Congress."* A most stormy and bitter debate ensued. The friends of France resisted strenuously. Four States declared if the resolution was adopted they should secede. The matter, however, was somewhat compromised and the common right of fishing on the Grand Banks affirmed; Congress asking for that right the guarantee of France by means of a supplementary article explanatory of former treaties.

The French minister became alarmed, and sought an interview with the President of Congress and two other members known to be equally favorably disposed to the policy he represented. The vigor and zeal with which New England had pressed the matter had disposed them to concede to the desires of this section. He assured them "that disunion from the side of New England was not to be feared, for its people carried their love of independence even to delirium," and continued: "There would seem to be a wish to break the connection of France with Spain; but I think I can say that, if the Americans should have the audacity to force the King of France to choose between the two alliances, his decision would not be in favor of the United States; he will not certainly expose himself to consume the remaining resources of his kingdom for many years, only to secure an increase of fortune to a few ship-masters of New England. I shall greatly regret on account of the Americans, should Spain enter into war without a convention with them." Five hours of discussion failed to induce the members to undertake to change the views of Congress, and a new interview was held on the 12th of July, between Gerard and Congress, in a committee of the whole. As a final result the question was left to be settled, when a treaty of peace was formally arranged with Great Britain.†

In the mean time how fared it with the whale-fishery? The people of Nantucket, with whom alone it was still encouraged, though in the face of the most terrible discouragements, were reduced to the severest straits. To live, they must eat; to eat, they must have provisions; to obtain provisions, they must give in exchange money or its equivalent; to obtain the exchangeable commodity, some business must be pursued. The whale-fishery was the only business available to them. Long prac-

* Bancroft's U. S., x, pp. 216 to 219.

† Bancroft's U. S., x, p. 219.

—tice had made them familiar with it, and a singleness of pursuit had kept them comparatively ignorant of any other occupation. But the great problem was how to carry it on, even in the limited way to which, by the destruction of their vessels, they were restricted. If they sailed under American protection, the English captured and destroyed their vessels and imprisoned their men; if they cleared with the sanction of English safeguards, the Americans performed for them the same kindly offices. Between the upper and the nether millstones of war they were quite ground to powder. In their extremity they learned that the English were inclined to be lenient toward them in the matter, and they had quite reliable assurance that the leading men of the American Government looked compassionately upon the distressed situation of the unfortunate islanders.

— Influenced by these considerations, the inhabitants sent Timothy Folger, esq., to New York, to represent the condition they were in, and solicit permission to carry on whaling without danger of capture from British cruisers. They asked permits for twenty fishing-boats to fish around the island, for four vessels to be employed in the whale-fishery, for ten small vessels to supply the inhabitants with wood, and for one to go to New York for some few supplies not obtainable elsewhere.* Their petition was not so successful as they had wished.

— In 1781 Admiral Digby succeeded Admiral Arbuthnot in the command of the English fleet in these waters, and permission to whale was asked of him,† and permits were issued for twenty-four vessels to pursue the business unmolested by English armed cruisers.‡ “This privi-

* Macy, 113.

† Mr. Macy gives us to understand that no permits were granted, but this must be an error; for Mr. Rotch (*vide* MS.), who was one of the committee the succeeding year to obtain grants from the English, mentions an accusation made by Commodore Affleck, of abuse of confidence in regard to the permits which were granted the year before, and that scarcely a vessel could be found but had one of these documents. To this Mr. Rotch replied: “Commodore Affleck, thou hast been greatly imposed upon in this matter. I defy Capt. — to make such a declaration to my face. Those Permits were put into my hands. I delivered them, taking receipts for each, to be returned to me at the end of the voyage, and an obligation that no transfer should be made or copies given. I received back all the Permits except two before I left home, and should probably have received those two on the day that I sailed. Now if any duplicity has been practiced, I am the person who is accountable, and I am here to take the punishment such perfidy deserves.” Mr. Rotch’s character as a man and a merchant stood too high to be questioned, and the commodore, who a moment before was so violent, became more genial, and replied, “You deserve favor,” and assisted Mr. Rotch to obtain it. The termination of this difficulty is but one example of the manner in which all these slanders, from both English and Americans, were disposed of when the accused could have an opportunity of confronting the accusers or those in authority.

‡ The following is a copy of one of these permits, from Macy, p. 115:

“[L. s.] By Robert Digby, Esquire, Rear Admiral of the Red, and Commander-in-chief,
&c., &c.

“Permission is hereby given to the Dolphin brig, burthen sixty tons, Walter Folger owner, navigated by Gilbert Folger as master and the twelve seamen named in the

lege," says Macy, "seemed to give new life to the people. It produced a considerable movement in business, but the resources of the island had so diminished, that but a small number of vessels could take the benefit of these permits. Those who had vessels, and were possessed of the means, fitted them out on short voyages, and, had there been no hinderance, it is probable that they would have done well; for the whales, having been unmolested for several years, had become numerous, and were pretty easily caught. To carry on the whale-fishery under permission of the government of Great Britain was a proceeding somewhat novel, and could not pass unnoticed. Although it was not publicly known, yet it was generally believed that some kind of indulgence had been shown by the enemy to the people of Nantucket. This caused some clamor on the continent; but our Government well knew the situation of the place, and its large participation in the calamities of the war, and was, consequently, rather inclined to favor than to condemn the acceptance of favors from the English. Although the Government could not grant an exclusive privilege to any particular part of the Union, yet such encouragement was given by the leading men of the nation, in their individual capacity, as to warrant the proceeding. Several vessels whaling under these permits were taken by American privateers and carried into port, but in every instance they were soon liberated. Whenever it was found that the permits were used for no other purpose than that for which they had been granted, and that the vessels using them had not been engaged in illicit trade, there was no hesitation in releasing them."

Nevertheless a great risk attended this mode of proceeding, and the islanders became satisfied that to make the business reasonably safe permits must be obtained from both contending powers and permission also to make use of each license against the other's vessels of war. Accordingly, a town meeting was convened on the 25th of September, 1782, and a memorial prepared and adopted which was sent to the general court of Massachusetts.* This petition recited the unfortunate situa-

James Chase,
Obadiah Folger,
George Coleman
Silvanus Swain
Charles Russell
Peter Pollard
Andrew Coleman
Obad Barnard
Jonathan Briggs

margin, to leave the island of Nantucket and to proceed on a whaling voyage,—to commence the first of January, 1782, and end the last day of ——— following, provided that they have on board the necessary whaling craft and provisions only, and that the master of said brig is possessed of a certificate from the selectmen of the said island, setting forth that she is *bona fide* the property of the inhabitants of the island, with the names of the master and seamen in her; and that she shall not be found proceeding with her cargo to any other port than Nantucket or New York.

* Dated at New York, the first day of December, 1781.

"ROBERT DIGBY.

"To the commissioners of his majesty's ships and vessels of war, as well as of all privateers and letters of marque.

"By command of the Admiral:

"THOMAS M. PALMER."

* By a very disastrous fire at Nantucket, in 1846, the records both of the town and custom-house were destroyed, hence there arises much difficulty in getting many inter-

tion the people were in, exposed to the inroads of English and Americans, with neither side able or willing to protect them against the other, and powerless, because of the defenseless character of the island and the religious convictions of the vast majority of the inhabitants, to suitably guard their own firesides. They urged that people in continental towns, where the broad country opened to them a place for retreat, could have but faint ideas of the suffering of those who were constantly liable to hostile invasion and whose insular position precluded all thoughts of escape, and they indignantly resented the calumnies which had been spread broadcast through the State in regard to alleged actions of theirs. Regarding the prosecution of their business, they said :

"We now beg leave to throw a few hints before you respecting the Whalefishery, as a matter of great importance to this Commonwealth. This place before the War, was the First in that branch of business, & employed more than One Hundred Sail of good Vessels therein, which furnish'd a support not only for Five Thousand Inhabitants here, but for Thousands elsewhere, no place so well adapted for the good of the Community at large as Nantucket, it being destitute of every material necessary in the Business, and the Inhabitants might be called Factors for the Continent rather than Principals; as the war encreased the Fishery ceased, until necessity obliged us to make trial the last Year, with about about seventeen sail of Vessels, Two of which were captured & carried to New York,* & one was burnt the others made saving voyages. The present Year we employed about Twenty Four sail in the same business, which have mostly compleated their Voyages, but with little success; & a great loss will ensue; this we apprehend is greatly owing to the circumscribed situation of the Fishery; we are now fully sensible that it can no longer be pursued by us, unless we have free liberty both from Great Britain & America to fish without interruption; As we now find One of our Vessels is captured & carried to New York, but without any Oil on board, and Two others have lately been taken & carried into Boston & Salem, under pretense of having double papers on board, (Nevertheless we presume the captors will not say that any of our Whalemens have gone into New York during the season as such a charge would have no foundation in Truth). And if due attention is not paid to this valuable branch, which if it was viewed in all its parts, perhaps would appear the most advantageous, of any possess'd by this Government, it will be intirely lost, if the War continues: We view it with regret & mention it with concern, & from the gloomy prospect now before us, we apprehend many of the Inhabitants must quit the Island, not being able even to provide necessaries for the approaching Winter:

esting details. Many of the custom-records of New Bedford were destroyed by fire in 1825; the corresponding documents of Newport, prior to 1779, were carried away by the English, and the vessel containing them being sunk, they were, when recovered, in a very damaged condition; the similar records of Sag Harbor (the older ones) were stored in a damp place, and are mildewed and illegible.

* New York, at this time, was in possession of the English.

some will retreat to the Continent & set down in the Western Governments; and the most active in the Fishery will most probably go to distant Countries, where they can have every encouragement, by Nations who are eagerly wishing to embrace so favourable an opportunity to accomplish their desires; which will be a great loss to the Continent in general, but more to this Government in particular.

"We beg leave to impress the consideration of this important subject, not as the judgment of an insignificant few, but of a Town which a few Years since stood the Third in Rank (if we mistake not) in bearing the Burthens of Government; It was then populous and abounded with plenty, it is yet populous but is covered with poverty. Your Memorialists have made choice of Samuel Starbuck, Josiah Barker, William Rotch, Stephen Hussey and Timothy Folger, as their Committee who can speak more fully to the several matters contain'd in this Memorial, or any other thing that may concern this County, to whom we desire to refer you.

"Signed in behalf of the Town by—

"FREDERICK FOLGER,

"Town Clerk."

This memorial was referred to a committee consisting of George Cabot, esq., on behalf of the Senate, and General Ward and Colonel McCobb on the part of the House, which committee on the 29th of October made the following report: "That altho' the Facts set forth in said Memorial are true and the Memorialists deserve Relief in the premises, yet as no adequate Relief can be given them but by the United States in Congress assembled, therefore it is the opinion of the Committee that the said Memorial be referr'd to the consideration of Congress, and the Delegates of this Commonwealth be required to use their Endeavours to impress Congress with just Ideas of the high worth & Importance of the Whale fishery to the United States in general, & this State in particular."* This report was accepted, and it was ordered

* Mass. Col. MSS., Petitions, i, pp. 124-5-6-7-8-9. A memorandum accompanies this, which various circumstances seem to indicate is the work of Mr. Rotch, and which says: "Perhaps some of those reports may have originated from this—a Committee of our Island in the fore part of the year 1781 applied to some of the Members of the General Court and spread before them the peculiar circumstances wherein the Island was involved, one whereof was that our Vessels whenever they passed in or out were perfectly under the controul of the Britons and it was therefore necessary that permits should be obtained from them for our Vessels to proceed on the Whale fishery—since which time some of them have been taken by the American Privateers for having such Permits—and we are thereby reduced to this difficulty that if we carry our Vessels over the bar without permits from the British Admiral they are made prize to the Britons—if they have such permits they are taken by our own Countrymen—and our harbour is therefore compleatly shut up—and all our prospects terminate in poverty and distress—what gives us great concern is that our people who understand the Whale fishery will be driven to foreign neutral Countries and many years must pass away before we shall again be enabled to pursue a branch of business which hath been in times past our support and hath yielded such large aids to the Commerce of this Country."

that the delegates be furnished with a copy of the memorial, and be required to take the action indicated in the report.

In addition to the action of the general court, the town also sent William Rotch and Samuel Starbuck to Philadelphia to intercede personally in the matter. After conferring with General Lincoln, Samuel Osgood, Nathaniel Gorham, Thomas Fitzsimmons, and James Madison, they approached one of the Massachusetts delegation who was a resident of Boston, and who was greatly prejudiced against Nantucket. After an interview of about two hours with no apparent relaxation of the bitterness of feeling on his part, Mr. Rotch questioned him as to whether the whale-fishery was "worth preserving to this country?" He replied, "Yes." "Can it be preserved in the present state of things by any place except Nantucket?" "No." "Can we preserve it unless you and the British will both give us permits?" "No." "Then, pray," continued Mr. Rotch, "where is the difficulty?" Thus this interview ended. Messrs. Rotch and Starbuck then drew up a memorial and presented it to the consideration of the above-named gentlemen, desiring them to review it, at the same time telling them of the conversation between Mr. Rotch and the delegate from Boston. By advice of these friends they waited again upon the member from Massachusetts, and he accepted the charge of bringing the subject before Congress, where, after deliberation, it was determined to grant permits for thirty-five vessels to sail on whaling voyages, and these were accordingly granted and delivered. The very next day a vessel arrived from Europe bringing the rumor of the signing of a provisional treaty of peace.*

This was early in 1783.† The passage from the provisional to the definitive treaty was long, circuitous, and at times dark. One of the chief sources of difference was the settlement of the question of the fisheries, England with an apparent feeling of magnanimity conceding favors, and America with a sense of justice claiming rights. Against what the United States considered her just dues the diplomacy of the English, their late enemies, and the French, their recent allies, was arrayed, and nothing but firmness, sagacity, and skill on the part of the American commissioners saved the day. The English guarded their assumptions with all possible jealousy; the French sought a loose place in the armor to insert the diplomatic sword, and gain by treaty what they had been unable to sustain with force. The Americans were ever on the alert to overcome the prejudices of a power from whom they had conquered a peace, and to propitiate the supersensitiveness of a power which had rendered them so valuable assistance. They could not, however, depart from certain propositions. The articles which must be inviolate were those guaranteeing to America full and unconditional inde-

* Memoranda of Wm. Rotch—unpublished.

† On the 22d of March, 1783, an order was passed in Congress granting 35 licenses to Nantucket vessels to whale and to secure them from the penalty attached to double papers. (Madison Papers, p. 405.)

pendence, and the withdrawal from the thirteen States of all British troops; the Mississippi as a western, and the Canadian line as it was prior to the Quebec act of 1774, for a northern boundary; and a freedom in the fishery off Newfoundland and elsewhere as it had been enjoyed prior to the commencement of hostilities. In vain Great Britain sought to evade the latter clause; the United States tenaciously, as in a vice, held her to it, and she yielded.

E.—FROM 1784 TO 1816.

But the announcement of peace came to a people whose commerce was sadly devastated. Save such of the interest as had been preserved by what Mr. Jefferson termed the Nantucketois, the business of whaling was practically ruined and required rebuilding. To Nantucket the war had, despite its holy necessity and its glorious conclusion, been a heavy burden. Of the little over 150 vessels owned there in 1775, 134 had fallen into the hands of the English and 15 more were lost by shipwreck; many of the young men had perished through the rigors of war;* in about 800 families on the island there were 202 widows and 342 orphan children; the direct money loss far exceeded \$1,000,000 in times when a man's pay was 67 cents per day; one merchant alone lost over \$60,000.† And as it was with Nantucket, so it was in a degree with all the whaling ports.‡ With an energy characteristically American, they sought, on the return of peace, to retrieve their losses. Scarcely had the echo of the hostile guns died away, scarcely had the joyful news of peace reached their ports, when the whalers began to equip anew for their fishery. The Bedford, just returned to Nantucket from a voyage, was immediately loaded with oil and dispatched to London, arriving in the Downs on the 3d of February. Her appearance was thus chronicled by an English magazine of that day: "The ship Bedford, Captain Mooers,§ belonging to the Massachusetts, arrived in the Downs the 3d of February, passed Gravesend the 4th, & was reported at the Custom-House the 6th instant. She was not allowed regular entry until some consultation had taken place between the commissioners of the customs & the lords of council, on account of the many acts of parliament yet in force against the rebels in America. She is loaded with 487 butts of whale oil; is American built;|| manned wholly

* It is estimated that no less than 1,200 seamen, mostly whalers, were captured by the English or perished at their hands during the Revolution, from Nantucket alone!

† William Rotch, esq.

‡ Warren, R. I., suffered a loss of 12 vessels (about 1,100 tons), of which at least two were whalers. (Hist. of Warren, p. 101.)

§ Capt. William Mooers, who sailed for many years in the employ of Messrs. Rotch & Co. It is related that one of the crew of the vessel first showing the American flag in the Thames was hump-backed. One day a British sailor meeting him clasped his hand upon the American's shoulder, saying, "Hilloa, Jack, what have you got here?" "Bunker Hill and be d—d to you," replied the Yankee, "will you mount?"

|| The Bedford was built in 1765, by Ichabod Thomas, at North River. She was built a brig.

by American seamen; wears the rebel colors & belongs to the Island of Nantucket in Massachusetts. This is the first vessel which displayed the thirteen rebellious stripes of America in any British Port. The vessel lies at Horseley down a little below the Tower, and is intended immediately to return to New England." Immediately after, almost simultaneously with her, arrived another ship from Nantucket—the Industry, Capt. John Chadwick, while the sloop Speedwell, James Whippey, master, was sent to Aux Cayes.* Those at Nantucket who had capital left resumed the whale-fishery with as many vessels as they could procure. Long comparative immunity from capture had caused the whaling-grounds to become repopulated, and the whales themselves had become less shy and hence more easily killed. Directly succeeding the war the products of the fishery commanded good prices, and soon other ports entered into competition. New London, Sag Harbor, Hudson, N. Y., Boston, Hingham, Wellfleet, Braintree,† Plymouth, Bristol, each sent out one or more whale-hunters. For a brief time the business promised much profit, but the fever was a fitful one. The excessive prices which the commodity commanded immediately after the war‡ rapidly became reduced; Great Britain, the only market for the sperm-oil, had, by an alien duty of £18 sterling per ton, practically precluded its shipment from America. Oil which before the war was worth £30, now scarcely brought £17, while to cover expenses and leave a reasonable margin for profit, £25 were required.§ The situation was indeed desperate—almost hopeless. In the discussion of means for relief many of the people of Nantucket expressed the opinion that if the island could be made neutral, commercial affairs might assume a more healthy tone. A memorial was finally sent to the legislature of Massachusetts praying relief, and the agents presenting it were instructed to have the subject of neutrality acted upon. As may be readily supposed, however, the invidious legislation that Nantucket was unable to obtain during the war, she would scarcely be likely to get on its conclusion, and the subject of neutrality was very properly dismissed. That the depression in the whaling business needed some alleviation was, however, too evident to require discussion, and in 1785 the legislature passed the following preamble and resolution:

"Whereas this court, having a due sense of the high worth and importance of the whale fishery, are desirous of its preservation, not only to this State, but to the United States in general; therefore,

"*Resolved*, That there be paid, out of the treasury of this commonwealth, the following bounties upon whale-oil, of the different qualities hereafter mentioned, viz: For every ton of white spermaceti oil, five pounds; for every ton of brown or yellow spermaceti oil, sixty shillings; for every ton of whale oil, (so called,) forty shillings, that may be taken or caught

* Letter of William Rotch, esq.

† One small schooner of 38 tons burden hailed from Braintree.

‡ Macy's Nantucket, 121.

§ See Mr. Rotch's MS.

by any vessel or vessels, that are or may be owned and manned wholly by the inhabitants of this commonwealth, and landed within the same, from and after the first day of January next, until the further order of the general court."

The selectmen of the various towns were further empowered to appoint sworn inspectors to inspect all oil so landed, and mark on the head of each cask so inspected the initial letters of his name, and a description of the oil by the initials W. B., or Y. W. O., and deliver to the selectmen a sworn certificate thereof. To obtain the bounty, a certificate from the selectmen must be presented to the governor and council,* detailing the kind, quality, and amount of oil, and where landed. To this certificate the owners were to make oath or affirmation.

But, although the bounty seemed at first beneficial, the ultimate effect was not so good. The business became unduly stimulated and an overproduction prevented to a great degree the desired advance in profit. The demand was greatly limited. A long suspension in the use of oil had accustomed the people in general to the use of tallow candles, and but little oil was required either for towns or for light-houses.

In the mean time, seeing no chance for any amelioration in their condition, unable to carry on a business at a prospective loss, and accustomed from early childhood only to this pursuit, hence unable and unwilling to adventure another, some of the prominent merchants of Nantucket resolved to transfer their business to some place where the demand for their products and the advantageous bounty offered would make it far more remunerative. Among these was William Rotch. On the 4th of July, 1785, Mr. Rotch sailed from Nantucket in the ship *Maria*, bound for London, arriving there, on the 27th. At as early a day as practicable he opened negotiations with the Chancellor of the Exchequer (William Pitt) for a transfer to England of such of the whale-fishery at Nantucket as he could control. The subject was laid before the privy council, and Mr. Rotch waited four months for their summons. Finally, in deference to a request of his

* Macy, 129.

† Captain Alexander Coffin was of those who looked upon the whale-fishery as a peculiarly American pursuit, and who denounced any effort looking to a transfer of it to any foreign government. On the 8th of June, 1785, he addressed from Nantucket a vigorous letter to the Hon. Samuel Adams. He wrote in severe terms against the measures being adopted to remove to England, and says Mr. Rotch "is now taking on board a double stock of materials, such as Cedar boards, (commonly called boat-boards,) of which they have none in England, a large quantity of cooper's stuff for casks, &c.—neither does it stop here, the house of Rotch have been endeavoring to engage an acquaintance of mine to go to Bermudas to superintend the business at that place." In a postscript he adds, "Since writing the above I have been favored with the original scheme of establishment of the Fishery at Bermudas, copies of which are here enclosed; one of the company is now at Kennebeck, contracting with some persons for an annual supply of *hoops*, staves, and other lumber necessary for the business." This letter was laid before the senate of Massachusetts, and the result was the passage of an act prohibiting the export to Bermudas of the articles enumerated, and the transfer in this direction was prevented.

that some one be appointed to close the matter, he was referred to Lord Hawksbury, a gentleman not very favorably disposed toward America. Mr. Rotch gave him his estimate of the sum necessary to induce a removal, viz, "£100 sterling transportation for a family of five persons, and £100 settlement; £20,000 for a hundred families." Lord Hawksbury demurred to this as a large sum.* At a subsequent interview Mr. Rotch added to his previous position the demand to bring with him thirty American ships, which demand also met with remonstrance from Lord Hawksbury, who seemed to be of the "penny wise pound foolish" order of statesmen. Mr. Rotch finally took leave of Lord Hawksbury without obtaining any satisfaction, and embarking on board his vessel sailed for France.† Landing at Dunkirk, he drew up proposals to the French government and forwarded them to Paris. These proposals were eagerly entertained, and the preliminaries were speedily arranged for a transfer of the interest of Mr. Rotch and his family and

* "And what," queried Lord Hawksbury, "do you propose to give us in return for this outlay of money?" "I will give you," returned Mr. Rotch proudly, "some of the best blood of the island of Nantucket." At this interview Hawksbury presented his own figures, where, says Mr. Rotch, (see MS.) "he had made his nice calculation of £87 10s. for transportation and settlement of a family," and, says he, "I am about a Fishery Bill, and I want to come to something that I may insert it, &c." My answer was, "Thy offer is no object, therefore go on with thy Fishery Bill without any regard to me." I was then taking leave and withdrawing. "Well, Mr. Rotch, You'll call on me again in two or three days." "I see no necessity for it." "But I desire you would." "If it is thy desire perhaps I may call." However, he let me rest but one day before he sent for me. He had the old story over again, but I told him it was unnecessary to enter again into the subject. I then informed him that I had heard a rumor that Nantucket had agreed to furnish France with a quantity of Oil. He stepped to his Bureau, took out one of a file of papers, and pretended to read an entire contradiction, though I was satisfied there was not a line there on the subject. I said, "It was only a vague report that I had heard, and I cannot vouch for the truth of it, but we are like drowning men, catching at every straw that passes by; therefore I am now determined to go to France and see what it is. If there is any such contract, sufficient to retain us at Nantucket, neither you nor any other nation shall have us, and if it is insufficient, I will endeavor to enlarge it." "Ah," says he, "Quakers go to France?" "Yes," I replied, "but with regret." I then parted with Lord Hawksbury for the last time. (Rotch MS.)

† His lordship sent once more for Mr. Rotch to call on him, but Mr. Rotch returned answer: "If Lord Hawksbury desires to see me he will find me on board my vessel up to the hour when she takes her anchor." When Mr. Rotch was once gone, Hawksbury became alarmed and sent to him by letter, informing him that he had made provision in the fishery bill for him, with liberty to bring forty ships instead of thirty, "he having forgotten the number;" but it was too late. This unexpected ending of his hopes was far from pleasing either to his lordship or the government. After the interview with the King of France, Mr. Rotch returned to England, and was importuned to remove to Great Britain. In his memoranda he says he was waited upon by one of the officials, who told him he was "authorized by Mr. Pitt to tell you that you shall make your own terms." "I told him," continues Mr. Rotch, "he was too late. I made very moderate proposals to you, but could obtain nothing worth my notice. I went to France, sent forward my proposals, which were doubly advantageous to what I had offered your Government; they considered them but a short time, and on my arrival in Paris were ready to act. I had a separate interview with all the Ministers of State necessary to the subject, five in number, who all agreed to & granted

friends to Dunkirk, from which port, for several years, a very successful fishery was carried on. Contemporary with the negotiations with Mr. Rotch, a letter was dispatched to the people of Nantucket by Capt. Shubael Gardner, from L—— Coffin, who resided at Dunkirk, stating that his sympathy for the people of that island had led him to apply to the French government in their behalf, and with excellent success. Every request he had made had been granted, and the unlimited freedom, the abundance and cheapness of provisions, the absence of custom-houses, the small taxes, the regularity of the town, the manners and industry of the inhabitants, and its situation, rendered it, in his opinion, "the most eligible place in the universe for the people of Nantucket to remove to.*

What effect this state of affairs may have had in the arrangement of treaties of commerce with Great Britain is somewhat uncertain, but the attempt to a consummation of this plan was intrusted to a man not only

my demands. This was effected in five hours, when I had waited to be called by your Privy Council more than four months." All attempts on the part of the English government to re-open the subject were politely but firmly rejected by Mr. Rotch. "In the beginning of 1793," the account continues, "I became fully aware that war between England & France would soon take place, therefore it was time for me to leave the Country in order to save our vessels if captured by the English. I proceeded to England. Two of them were captured, full of oil, & condemned, but we recovered both by my being in England, where I arrived two weeks before the war took place. My going to France to pursue the whale-fishery so disappointed Lord Hawkebury that he undertook to be revenged on me for his own folly, and I have no doubt gave directions to the Cruisers to take any of our vessels that they met with going to France. When the Ospray was taken by a King's ship, the officer sent on board to examine her papers, called to the captain & said, "You'll take this vessel in air, she belongs to Wm. Rotch." Mr. Rotch returned to the United States with several of his vessels in 1794, and after residing in Nantucket about a year removed to New Bedford, where he lived until his death, in May, 1828.

* The following is a list of advantages secured to Nantucket whalemén by Mr. Coffin :

- "1st. An entire free exercise of their religion or worship within themselves.
- "2d. The concession of a tract of ground to build their houses and stores.
- "3d. All the privileges, exemptions, and advantages promised by the king's declaration in 1662, confirmed by letters-patent of 1784, to all strangers who come to establish there, which are the same as those enjoyed by the natif subjects of his majesty.
- "4th. The importation into the kingdom, free from all duties whatever, of the oil proceeding from their fishery, and the same premiums and encouragement granted for the cod and other fisheries to natif subjects.
- "5th. A premium per ton on the burthen of the vessels that will carry on the whale fishery, which shall be determined in the course of the negotiation either with Mr. Rotch or with the select men of the island.
- "6th. All objects of provisions and victuals for their ships shall be exempted from all duties whatever.
- "7th. An additional and heavier duty shall be laid on all foreign oil, as a further encouragement to them, in order to facilitate the sale of their own.
- "8th. The expenses of removing those of the inhabitants, who are not capable of defraying themselves, shall be paid by the Government.
- "9th. A convenient dock shall be built to repair their ships.
- "10th. All trades-people, such as smiths, boat-builders, coopers, and others, shall be admitted to the free exercise of their trade without being liable to the forms and ex-

thoroughly imbued with New England principles, but of sufficient statesmanship to realize of how much national importance this matter was. None knew better than John Adams that the secret of the commercial greatness which should be developed lay in the codevelopment of the fisheries; that herein was the nursery for seamen who would be a source of wealth in peace and of power in war. It was desirable to make duties and courtesies more reciprocal, and one of the first duties intrusted to Mr. Adams on his appointment to the Court of St. James in 1785, was the arrangement of some treaty which should be mutually satisfactory. Naturally one of the principal points was the importation of the products of our fishermen, since that industry perhaps more than any other was in danger of serious injury from the existing condition of things.

In a letter to the Marquis of Carmarthen, dated July 29, 1785, Mr. Adams refers to the trouble accruing from the alien duties laid by England in these words: "The course of commerce, since the peace, between Great Britain and the United States of America, has been such as to have produced many inconveniences to the persons concerned in it on both sides, which become every day more and more sensible. The zeal of Americans to make remittances to British merchants, has been such as to raise the interest of money to double its usual standard, to increase the price of bills of exchange to 8 or 10 per centum above par, and to advance the price of the produce of the country to almost double the

pense usually practised and paid by the natif subjects for their admittance to mastership.

"11th. They shall have liberty to command their own vessels, and have the choice of their own people to navigate them.

"12th. They shall be free from all military and naval service, as well in war as in peace, in the same manner and extent as expressed by the king's ordinance of the 16th of February, 1759." (Macy, 257, 258.)

These were probably essentially the same concessions made to Mr. Rotch in person. How many American captains pursued the fishery from the various British and French ports subsequently to the Revolution, it would be difficult to determine. Nantucket alone furnished 83 captains for the French and 149 captains for the English fishery; probably the bulk of the total number came from this one port, though in the course of the prosecution of whaling by these nations, New Bedford furnished a very considerable number. In a "Journal of a Voyage to Greenland" from Dunkirk in the ship *Penelope*, Capt. Tristram Gardner (a Nantucket man,) he records under the head of Friday, June 6, 1788, in latitude 70° north, "100 ships in sight." On the 22d of the same month he states, as a mere matter of fact not worthy of extended comment, "Wind at South; A Rugged sea; Plenty of Snow. Later Part Saw Ice to ye S. W. of us a 4 ye wind Shifted to ye Northward, but Still thick weather. Saw A Number of ships, but No whale. So ends this 24 hours. Lat. 79. 02." And yet this is within about 175 miles of the highest northern point attained by any of our splendidly equipped expeditions undertaken with the express purpose of pushing as far north as possible in vessels armored and strengthened and equipped in the most complete manner, while the whaling voyages were pursued in small, not uncommonly strong ships, not even having the feeble protection of coppered bottoms. As early as 1753, a schooner was fitted from Boston for the discovery of the northwest passage. She sailed in the spring and returned in October of the same year.

usual rate. Large sums of the circulating cash, and as much produce as could be purchased at almost any rate, have been remitted to England; but much of this produce lies in store here, because it will not fetch, by reason of the duties and restrictions on it, the price given for it in America. No political arrangements having been made, both the British and American merchants expected that the trade would have returned to its old channels, and nearly under the same regulations, found by long experience to be beneficial; but they have been disappointed. The former have made advances, and the latter contracted debts, both depending upon remittances in the usual articles, and upon the ancient terms, but both have found themselves mistaken, and it is much to be feared that the consequences will be numerous failures. Cash and bills have been chiefly remitted; neither rice, tobacco, pitch, tar, turpentine, ships, oil, nor many other articles, the great sources of remittances formerly, can now be sent as heretofore, because of restrictions and imports, which are new in this commerce, and destructive of it; and the trade with the British West India Islands, formerly a vast source of remittance, is at present obstructed. * * * * * There is a literal impossibility, my lord, that the commerce between the two countries can continue long to the advantage of either upon the present footing.* He continues, that these evils will increase, and asserts that it is the desire of the United States to be on good terms commercially with England, and not be driven to other markets with their goods, and he closes by proposing the arrangement of a treaty of commerce between the two countries.

It would be interesting, though not necessary in this connection, to follow the negotiations through each step; to see how the English administration felt compelled to cater to those who upheld the British navigation laws; to see how jealousy of our incipient naval power precrastinated the treaty which it was inevitable must come; to see how self-confident and secure the English felt that our trade must unavoidably come to them; to see, how, an attempt was made to throw the influence of Ireland against America by ostentatious concessions, and how the attempt failed; to see how, finally, the fear of American reciprocity in restrictions led to English reciprocity in concessions; but those things can be more satisfactorily learned from the diplomatic correspondence of the day.†

On the 24th of August Mr. Adams had a conference with Mr. Pitt for the first time in this connection. Passing by the matter of the interview, so far as it relates to the other portions of the proposed treaty, we find that when the treaty of commerce was proposed, Mr. Pitt inquired what were the lowest terms that might be satisfactory to America. Mr. Adams replied that he might not think himself competent to decide that question; that, because of the rapidly increasing feeling in America,

* Works of John Adams, viii, p. 288.

† Works of John Adams, viii, p. 307.

affairs had already culminated in Massachusetts in the passage of an act of navigation by that State, showing the tendency of the times, and that the action of England would have much to do in arresting that prejudice; that the five hundred ships employed in the commerce of the United States in 1784 might easily be compelled to become the property of American citizens and navigated wholly by American seamen; that the simple passage of an old English statute, "that none of the King's liege people should ship any merchandise out of, or into the realm, but only in ships of the King's allegiance, on pain of forfeiture," modified to suit the American form of government, would effect this; that the nation had the legal right to govern its own commerce; that the ability of the Americans to build ships and the abundance of material they had for that purpose could not be doubted; and that whatever laws England might make, she would be glad to receive and consume considerable American produce, even though imported through France or Holland, and sell us as many of her manufactures as we could pay for, through the same channels. The conversation finally introduced the subject of ships and oil, and Mr. Pitt said to Mr. Adams the Americans "could not think hard of the English for encouraging their own shipwrights, their manufactures of ships, and their own whale-fishery." To which Mr. Adams replied, "By no means, but it appeared unaccountable to the people of America, that this country should sacrifice the general interests of the nation to the private interests of a few individuals interested in the manufacture of ships and in the whale-fishery, so far as to refuse these remittances from America in payment of debts, and for manufactures which would employ so many more people, augment the revenue so considerably, as well as the national wealth, which would, even in other ways, so much augment the shipping and seamen of the nation. It was looked upon in America as reconciling themselves to a diminution of their own shipping and seamen, in a great degree, for the sake of diminishing ours in a small one, besides keeping many of their manufacturers out of employ, who would otherwise have enough to do; and besides greatly diminishing the revenue, and, consequently, contrary to the maxim which he had just acknowledged, that one nation should not hurt itself for the sake of hurting another, nor take measures to deprive another of any advantage without benefitting itself."* From the questions of comparative gains or losses to either power, and the relations in which France would stand to both, Mr. Pitt led Mr. Adams into a lengthy and useless conversation on the whale-fisheries of the three countries, referring specially to the efforts of M. de Calonne to introduce this pursuit into France, asking suddenly the question "whether we had taken any measures to find a market for our oil anywhere but in France." To this Mr. Adams replied: "I believed we had, and I have been told that some of our oil had found a good market at Bremen; but there could

not be a doubt that spermaceti oil might find a market in most of the great cities in Europe which were illuminated in the night, as it is so much better and cheaper than the vegetable oil that is commonly used. The fat of the spermaceti-whale gives the clearest and most beautiful flame of any substance that is known in nature, and we are all surprised that you prefer darkness, and consequent robberies, burglaries, and murders in your streets, to the receiving, as a remittance, our spermaceti oil. The lamps around Grosvenor Square, I know, and in Downing Street, too, I suppose, are dim by midnight, and extinguished by two o'clock; whereas our oil would burn bright till 9 o'clock in the morning, and chase away, before the watchmen, all the villains, and save you the trouble and danger of introducing a new police into the city.*

But despite the fact that Mr. Pitt appeared more favorable than was anticipated, Mr. Adams did not expect any immediate response to his propositions. The English ministers in their individual capacity seemed singularly timorous, and manifested much fear of committing themselves before joint cabinet action. Adams inclined to the opinion that nothing short of the convincing eloquence of dire necessity would drive the English ministry from the position they had assumed in regard to the navigation act, and that an answer to his propositions, even at a late day, was doubtful, without Congress authorized similar acts with the United States, and these counter-irritants were actually put in force, to determine on which side the inconvenience was greatest. The great cry in the United Kingdom was: "Shall the United States be our ship-carpenters? Shall we depend upon a foreign nation for our navigation? In case of a war with them, shall we be without ships, or obliged to our enemies for them?" How much this nightmare of inability to cope with their late colonies in anything like a fair field was stimulated by the government is uncertain, but the authorities evidently used no efforts to allay it.†

The effort to bring about the desired compromise continued, as Mr. Adams had judged it would, all the succeeding fall and winter. In January, 1786, Bowdoin wrote to Adams, in reply to a letter from him, that the navigation act of Massachusetts had been so modified as to be only operative against Great Britain, and copies of the repealing act had been sent to the executives of the other States in order to secure

* Works of John Adams, viii, pp. 308-309.

† In negotiation with the Portuguese ministers in November, 1785, Mr. Adams asked (viii, p. 340) if they did not want our sperm-oil. He replied that they had olives and made oil from them; they had no use for their own sperm-oil and sold it to Spain. "They had now," he said, "a very pretty spermaceti-whale fishery, which they had learned of the New Englanders, and carried on upon the coast of Brazil." According to the Boston News-Letter of April 21, 1774, the method of obtaining their knowledge was somewhat open to objections. (See p. 57.) In 1805, the Portuguese attempted to carry on the whaling business from Mozambique, and Timothy Folger, Francis Paddock, William Hull, and John Hillman, of Nantucket, went there to take charge of the fishery; but early in 1810 accounts were received at Nantucket stating that they had all been taken sick and died there.

harmony of action upon this point. In regard to the effect the existing English laws would have upon the interest which is under consideration here, he wrote: "It is very true, their encouragement of their whale-fishery, by suffering the alien duty on oil to depress ours, will increase their shipping in this branch, increase their seamen, and, in several other ways, be advantageous to them. To a person that looks no farther, it would appear that this was good policy; and the goodness of it would be inferred from the advantages arising. But when he should extend his view, and see how that stoppage of the American whale-fishery, by depriving the Americans of so much capital a means of paying for the woolen goods they used to take of Britain, must, at the same time, occasion the American demand to cease, or be proportionately diminished, not to mention the risk of a change or deviation of the trade from the old channel, he will calculate the national profit and loss that arises from that stoppage.

"Three thousand tons of oil was the usual annual quantity produced by the whalers at Nantucket; all of which was shipped to England, at an average price of £35 per ton, making about £105,500. The whole of which went to pay for and purchase a like amount of woolens and other British goods; nine-tenths of the value of which are computed to arise from the labor of the manufacturer, and to be so much clear gain to the nation. The other tenth, therefore, being deducted, gives the national gain arising from the industry of the Nantucket whalers, and the capital employed in that business, namely £94,500, without the nation's paying a shilling for the risk of insurance, or any other risk whatever.

"On the change of trade, pursuant to the new regulations, the British merchants must employ a large capital in the whale-fishery, whose products we will suppose equal to that of the Nantucket, £105,000. They will have made an exceeding good voyage, if the whole of that sum should be equal to one-half of the cost of the outfits; though, from many of the vessels not meeting with fish, and from a variety of accidents to which such a voyage is subject, it probably would not be a quarter. The whole of the product goes towards payment of the outfits and charges of the voyage, and a large sum must be advanced for the second voyage, &c.

"Now, although this mode of commerce would be productive of some national benefits, yet, considered in a comparative view with the benefits arising from the former mode, they would be found of little importance. A like comparison may be made with other branches of commerce, particularly the British West Indian, and the result will be found the same. For the sake, then, of gaining pence and farthings, Britain is sacrificing pounds by her new regulations of trade. She has a right to see for herself; but, unhappily, resentment and the consequent prejudices have so disordered her powers of vision, that it requires the skilful hand of a good political optician to remove the obstructing films

If she will not permit the application of your couching instruments, or, if applied, they can work no effect, the old lady must be left to her fate, and abandoned as incurable.*

On the 21st of January, 1786, Mr. Adams, in a letter to Secretary Jay, writes: "It will take eighteen months more to settle all matters, *exclusive of the treaty of commerce.*"† And thus it continued. Argument and persuasion had no effect. Convinced in spite of themselves, they still clung fondly, obstinately, perhaps foolishly, to their obnoxious laws. As late as November, 1787, Mr. Adams writes to Mr. Jay: "They are at present, both at court and in the nation at large, much more respectful to me, and much more tender of the United States, than they ever have been before; but, depend upon it, this will not last; they will aim at recovering back the western lands, at taking away our fisheries, and at the total ruin of our navigation, at least."‡ Mr. Adams's position at the court of St. James was terminated, by his urgent request, soon after this, and the question of commercial relations between the two countries was still unsettled.§

This state of affairs was scarcely such as would occasion the utmost harmony. The United States naturally resented this frigid manner of treating our overtures for friendship. In August, 1786, Mr. Jefferson, in a letter from Paris to Mr. Carmichael, writes: "But as to every other nation of Europe, || I am persuaded Congress will never offer a treaty. If any of them should desire one hereafter, I suppose they will make the first overtures."¶

But while America was exerting herself so unsuccessfully to be allowed to live on terms of civility with England, the whale-fishery carried on from within her borders was languishing.

Like the effect of the heat of the sun on the iceberg, so was the effect of foreign bounties upon the American fishery, dissolving it, breaking off a fragment here and a fragment there. Lured by the promise of English bounties, discouraged with the prospect in America, where the price for oil would scarcely repay the cost of procuring it and where there was no

* Adams, viii, 363-4. In his reply to Mr. Bowdoin, under date of May 9, 1786, Mr. Adams, after expressing surprise that such reasoning as his (Bowdoin's) has no effect on the English cabinet, writes: "Mr. Jenkinson, an old friend of the British empire, is still at his labors. He is about establishing a bounty upon fifteen ships to the southward, and upon two to double Cape Horn, for spermaceti whales. Americans are to take an oath that they mean to settle in England, before they are entitled to the bounty." In September, 1786, Mr. Adams writes to Mr. Jefferson from London, (viii, 414): "The whalemén, both at Greenland and the southward, have been unsuccessful, and the price of spermaceti-oil has risen above £50 per ton."

† Adams, viii, 363-4, 389.

‡ *Ibid.*, 463.

§ Works of Jefferson, ii, 18. See also article on Jefferson, by Parton, in *Atlantic Monthly* for February, 1873.

|| Referring to Russia, Portugal, Spain, France, Sweden, Tuscany, and the Netherlands.

¶ Jefferson, ii, 18.

market for their chief staple, several of the people of Nantucket removed to the vicinity of Halifax, in Nova Scotia. There, in 1786 and 1787, they settled, building dwellings, wharves, stores, manufactories for sperm-candles and such other structures as were connected with their fishery, and calling their new settlement Dartmouth.* There they carried on the pursuit for several years prosperously, and gave promise of considerable commercial importance. But the disintegration which commenced at Nantucket continued at Dartmouth, and just as the settlement seemed about to become thrifty and important it began to become divided, pieces again split off, and the village, as a whaling-port, soon became a thing of the past. Those who were the earliest to remove from Nantucket soon grew uneasy of their new location, and having greater inducements offered them if they removed to England, again migrated, and settled in Milford Haven, from whence for many years they carried on the business with very considerable success. The parent died in giving birth to the child; Milford Haven flourished, but at the expense of Dartmouth's existence.

France did not view this transfer with indifference. The scheme for the building up of the fishery at Dunkirk by emigration from Nantucket having proven only partially successful,† it was desirable to inaugurate some other measures to prevent further increase of the business in England. A committee of gentlemen well informed in such matters was instructed to investigate and report on the subject of encouragement of a general commerce with the United States. It was evident that the American whalermen could not be induced to leave their native country if they could support themselves there. The natural inference was, if a market could be opened to their products which would replace the one closed, they would not emigrate. Accordingly upon this point the committee reported in favor of an immediate abatement of the duty upon oil and a promise of a further abatement after the year 1790. The letter of M. de Calounes

* Works of Jefferson, ii, 518. Mr. Jefferson says, referring to a further begira of the islanders: "A vessel was already arrived from Halifax to Nantucket, to take off some of those who proposed to remove; two families had gone on board, and others were going, when a letter was received there which had been written by Monsieur le Marquis de Lafayette to a gentleman in Boston, and transmitted by him to Nantucket. The purport of the letter was, to dissuade their accepting the British proposals, and to assure them that their friends in France would endeavor to do something for them. This instantly suspended their design; not another went on board, and the vessel returned to Halifax with only the families." In 1796 Wm. Rotch & Son petitioned Congress to remit the excess of duties and tonnage charged then on two whale-ships by the collector of New Bedford, in consequence of their not being provided with United States registers. These were ships which sailed from Nantucket in 1787 and 1789, under registers from the State of Massachusetts, and were used in the Dunkirk fishery, returning to the United States in 1794, some years after the National Government had been in operation. The committee which was appointed to consider the petition reported favorably upon it, and the prayer was granted. (State Papers, vii, p. 411.)

† "Nine families only, of thirty-three persons in the whole, came to Dunkirk."—(Jefferson, ii, 519.)

(who was in treaty with the Nantucket whalers), recommending this, was immediately sent to America, and after careful investigation of the subject, the *arret* of the 29th of December, 1787, ratifying the abatement and promising a further one if the French King found such a proceeding of mutual benefit, was passed.

But the measure in this form had a contrary effect from what was intended. "The English," says Jefferson,* "had now begun to deluge the markets of France with their whale oils; and they were enabled by the great premiums given by their government, to undersell the French fisherman, aided by feebler premiums, and the American, aided by his poverty alone. Nor is it certain, that these speculations were not made at the risk of the British government, to suppress the French and American fishermen in their only market. Some remedy seemed necessary. Perhaps it would not have been a bad one, to subject, by a general law, the merchandise of every nation, and of every nature, to pay additional duties in the ports of France, exactly equal to the premiums and drawbacks given on the same merchandise, by their own government. This might not only counteract the effect of premiums in the instance of whale oils, but attack the whole British system of bounties and drawbacks, by the aid of which, they make London the centre of commerce for the whole earth. A less general remedy, but an effectual one, was, to prohibit the oils of all *European* nations; the treaty with England requiring only, that she should be treated as well as the most favored *European* nation. But the remedy adopted was to prohibit all oils, without exception."† And this on the 20th of September, 1788, only nine months from the passage of the former law.‡

Through the exertions of Jefferson this error, political as well as commercial, was remedied, and in December, 1788, the abatement of duties on oils was so arranged as to make the American and the French on the same footing, and cut off all danger of overstocking from European

* Jefferson ii, 520.

† Jefferson, ii, 521. "The annual consumption of France, as stated by a person who has good opportunities of knowing it, is as follows :

	Tons.
"Paris, according to the registers of 1786.....	1,750
"Twenty-seven other cities, lighted by M. Sangrain.....	500
"Rouen	312½
"Bordeaux	375
"Lyons	187½
"Other cities, for leather and light	1,875

5,000"

‡ Jefferson states (ii, 523) that before the war Great Britain had less than 100 vessels engaged in whaling, while America employed 309. (This does not take into account Sag Harbor, New York, nor the very important fishery from Newport, Providence, and Warren, in Rhode Island, which Mr. Jefferson seems to have overlooked in his report.) In 1788 these circumstances were reversed, America employing 80, and Great Britain 314.

rivals, and in January, 1789, this arrangement received its legal ratification.*

The revival of the business in the United States, and the growing scarcity of whales in the waters heretofore mostly frequented, made the equipping of larger vessels a necessity, and from the sloops and schooners which formerly composed the greater portion of the whaling fleet an advance was made to brigs and ships, and the field still farther extended.† The sperm-whale being of the most value, the effort to encompass his capture was greater; and he was pursued, as he fled from his old haunts, till the Pacific Ocean was attained.‡ At Nantucket the number of vessels soon increased to such an extent that it became necessary to go abroad for men to man them, and some Indians and a large number of negroes were brought from the mainland to aid in filling the crew-lists. Ups and downs the business had then, as it ever has since. A presumed prosperity induced competition, the markets became glutted, and oil was sold at less than the cost of production. The price of whalebone became reduced to 10 cents per pound and less, instead of commanding a dollar as it did prior to the Revolution. The disturbances between England and France, and the internal commotions to which the latter country was subjected, effectually annulled the effect of the French *arret* of 1789. So disastrously did these things affect whaling that the quarrels of France and England forced many Nantucket men to sell their vessels, others to dismantle and lay theirs up, while a few still held on, some making a little profit, the majority suffering a severe loss.

* Jefferson, ii, 539. When the *Arret* of 29th December, 1787, was drawn up, the first draught was so made as to exclude *all European oils*, but at the very moment of passing it, they struck out the word "European," so that our oils became involved. "This, I believe," says he, "was the effect of a single person in the ministry."

† Sag Harbor re-entered the business in 1785; New Bedford in 1787 or 1788. (See *Returns of the Fleets*.)

‡ In the Pacific the Americans had been preceded by the *Amelia*, Captain Shields, an English fitted ship, manned by the Nantucket colony of whalers; and sailing for that ocean from London in 1787, her first mate, Archelus Hammond, killing the first sperm whale known to have been taken in that ocean.

In Jefferson's Report he enumerates three qualities of oil: 1, the sperm; 2, that from the ordinary right whales; 3, that from the right whales on the Brazil Banks, which was darker in color and of a more offensive odor when burned than from No. 2.

In 1791 six ships sailed for the Pacific fishery from Nantucket and one from New Bedford. In the mean time ships from Dunkirk, among them the *Falkland*, *Canton*, and the *Harmony*, had already performed their voyages, and in February, 1792, arrived at Dunkirk with full cargoes. It was the custom in those days to nearly fill with sperm, then return to the Atlantic Ocean and complete their load on the coast of Patagonia or on Brazil Banks, commanders preferring to round Cape Horn with a snugly loaded ship. The brig *Sea Horse*, Captain Mayo, which arrived at Cape Ann, October 4, 1789, from a whaling voyage to Woolwich Bay, reported a very singular sinking of a point of land there, in sight of quite a large fleet both English and American, the water having a depth of six fathoms where just before was apparently solid land.

In 1798* came the threats of disturbance between France and the United States. French privateers in the excess of their zeal preyed upon American commerce as well as upon that of the powers with whom they were in direct conflict. A large number of vessels fell victims to these depredators, and the friendly relations existing somewhat precariously between France and the United States became nearly supplanted by a state of actual warfare. The whaling interest, as usual, was among the earliest sufferers. Early in 1799 many parties in Nantucket sold their ships rather than fit them out at the risk of capture. News began to reach the island that vessels were already captured, and the business of the islanders both in fishing and trading almost ceased. Instead of fitting out a dozen ships for whaling but two or three were fitted, and sadness and gloom shrouded every face. The difficulties were finally adjusted and business resumed its old channels, but the losses which the unfortunate Nantucketers sustained by the unjustifiable, piratical depredations, though settled to the satisfaction of our Government and duly receipted for, with others, by the United States, have never been remunerated, while some of the unlucky owners, officers, and underwriters, in comfortable circumstances at the commencement of these troubles, lost their little property, the accumulations of years, and died in poverty.† These unauthorized captures were not

* The Boston papers of 1796 reported that the Carisford frigate had arrived at the Cape of Good Hope from England with credentials constituting General Graig governor of the colony, the limits of which were to be so arranged as to cut off other nations from participation in the Delago Bay fishery.

† The subject of the French spoliations is one to which the people of Nantucket have been particularly sensitive. Isolated communities are more liable to feel that the injustice done to one is an injustice to all; hence, although comparatively few of the islanders suffered from the depredations of the French, or rather from the apparent breach of faith on the part of a government bound to protect them and their interests, all felt that seeming injustice as a personal matter. In a letter to the Hon. George McDuffie, giving an account of the claims of Nantucket in this behalf, published in the *Warder* of May 20, 1846, the following is described as the actual condition of the claimants and character of the demands:

"Ship Joanna, Coffin, taken with 2,000 barrels of oil on board; value of ship and cargo \$40,000; one of the original owners still living—seventy-five years old and *poor*; one of the crew also living, *poor*; the master and mate died recently, *poor*; children still surviving; *claim never sold*. Ship Minerva, Fitch, 1,500 barrels of oil on board; value \$30,000; one of the original owners living, sixty-eight years old, *poor*; master still alive, seventy-eight years old, with small means and many dependants; one of the crew alive, *poor*; *claims never sold*. Ship Active, Gardner, 3,000 barrels of oil on board; value \$50,000; same owners as Minerva with captain; Captain Gardner died two years ago at the age of eighty-five, leaving a large family and grandchildren; *claims never sold*. Ship Ann, Coffin, (in merchant service); loss of ship \$10,000; the captain left a large family in slender circumstances; one of the underwriters died a few years since, in the almshouse, who, at the time of the capture, stood high among Nantucket merchants; *claims never sold*."

Speaking in the interest of the whale-fishery, it may be safely asserted that the people of Nantucket view with regret and disappointment what they consider the gross injustice showed to them (with others) in putting off, upon untenable prettexts, the settlement of these demands. The stern logic of poverty and the almshouse is keener

confined exclusively to the French, for in 1800 the Spanish authorities at Valparaiso, emulating the hostility to a power ostensibly at peace with them, which the French had shown, seized and condemned the whale-ships *Miantonomah*, of Norwich, and *Tryal*, of Nantucket.*

From this time till the opening of the second war with England, whaling was pursued with a gradually-augmenting fleet. And this in the face of the uncertainties which the increasingly critical state of affairs between the United States and England occasioned. In 1802 Nantucket added five ships to her fleet, and New London sent her first large vessel,† and in 1806 the quantity of oil imported into the country was considerably in excess of the consumption.

The embargo act, of 1807, almost suspended the pursuit, not so much by actual proscription as because of the impossibility of effecting insurance upon the vessels, but it soon received another impetus on account of the prospect of a general peace throughout Europe.

The commencement of the war of 1812 found a large portion of the whaling-fleet at sea. Trusting that the causes of contention between England and America would be removed without the necessity of a final appeal to arms, many owners had fitted out their ships. This was particularly the case at Nantucket, from which port a large proportion of the fleet had sailed for the Pacific Ocean on voyages varying from about two years to two years and a half.‡ With the reception of the news of the declaration of war a large portion of the vessels in the North and South Atlantic, and some of those in the Pacific, turned their prows homeward, hoping to make the home port before the seas swarmed with letters-of-marque and national vessels of war. Many of these vessels from Nantucket on arriving home sailed thence immediately for Boston, Newport, New Bedford, or some other fortified port, where they could ride out the storm of war in security. After the month of July, 1812, was ushered in, reports of the capture of whaling-vessels came thick and fast to Nantucket.§ First came the news of the taking and burning of the schooner *Mount Hope*, David Cottle master. In quick succession they learned of the capture of the *Alligator*, *Hope*, *Manilla*,

than the sophistries of politicians. The *Fox*, of New Bedford, Captain Coffin Whippey, captured in 1796 with 1,500 whale and 500 sperm, was another case. In 1853 Captain Whippey—captured a second time in 1798—was living, but dependent upon charity.

* The *Miantonomah* was a new ship, on her first voyage.

† In 1794 the ship *Commerce*, of East Haddam, was fitted for a whaling voyage, and sailed from New London on February 6 of that year. In 1770 Capt. Isaiah Eldridge, of the sloop *Tryall*, of Dartmouth, spoke, among other whalemens on the Davis' Strait ground, Thomas Wiccum, (*Wiggin* ?) of New London.

‡ See Macy, 161-2-3.

§ When war seemed inevitable the ship-owners of Nantucket held a meeting to take into consideration the subject of how to best secure the fleet from capture. It was proposed to request the British minister at Washington to use his influence with his government to obtain from them immunity from capture of whale-ships belonging to the island. This plan was ultimately abandoned, the majority of the owners being of the opinion that "the prospect of success was too faint to warrant the attempt." (Macy, 165.)

Ocean (brig), Ranger, Fame,* Rose, Renown,* Sterling, Edward, Gardner, Monticello, Chili, Rebecca, and others, and it may be easily imagined that the prospect for the islanders had but little in it that appeared encouraging. New Bedford, too, although at this time her interest in this business was far less than that of Nantucket, suffered from the capture of her whaling-vessels.†

Again did war put an effectual stop to the pursuit of whaling from every port of the United States save Nantucket, and again were the inhabitants of that town, knowing no business except through their shipping, compelled to strive to carry their commercial marine through the tempest of fire as free from complete destruction as possible. A new source of danger presented itself. Prior to the declaration of war between Great Britain and America our whalers on the coast of Peru ‡ had often suffered from piratical acts of the Peruvian privateers, being continually plundered and cut out from Chilian ports whither they had gone to recruit. The chronic state of affairs on this coast being one of war, the Government of the United States had sent the Hon. Joel R. Poinsett, of South Carolina, to those parts to see that American commerce was suitably protected, but for several months his remonstrances had been worse than useless. The declaration of war between England and the United States gave the Peruvian corsairs a fresh pretext for the exercise of their plundering propensities. They claimed that they were the allies of England, and as such were entitled to capture the vessels of any power with which she was at war. An expedition was equipped by the authorities of Lima and sent on its marauding way. This army succeeded in capturing the towns of Conception and Talcahuano. In the latter port was a large number of American ships, many of them whalers, who, having obtained their cargoes of oil, had put in to recruit with provisions and water before making the homeward voyage. Among these were the ships *Criterion*, *Mary Ann*, *Monticello*, *Chili*, *John and James*, *Lima*, *Lion*, *Sukey*, *Gardner*, *President*, *Perseverance*, and *Atlas*, of Nantucket.

This was in April, 1813. These vessels were detained in the harbor by the Limian armament, which consisted of two men-of-war, with about

* The *Fame* was used in the English fishery, and the *Renown* under the name of "*Adam*," while engaged in the same pursuit under the same flag, went ashore on Deal beach and bilged in 1824 or 1825.

In 1812 the brig *Nanina*, Capt. Valentine Barnard, of New York, sailed to the Falkland Islands on a sealing and elephant-oil cruise. The British ship *Isabella* having become wrecked, her crew were rescued by the *Nanina*, and showed their gratitude to Captain Barnard by seizing his vessel and setting him, with Barzillai Pease, Andrew Hunter, and E. Pease, of his crew, ashore on New Island, one of the group. A protest signed by the four was published in the *Hudson Bee*, and also in the supplement of *Niles' Register* for 1814.

† The ship *Sally*, Clark master, was captured while homeward bound with 1,200 barrels of sperm-oil on board. Value of vessel and cargo \$40,000. The *Triton* also was captured, involving a loss of \$16,000.

‡ These vessels belonged almost exclusively to New Bedford and Nantucket.

1,500 troops. Having found a bag containing about \$800 on board the President, they carried her captain, Solomon Folger, ashore under a guard and imprisoned the remaining officers and crew, excepting the mate, one boat-steerer, and the cook.

Learning of this condition of affairs, Poinsett immediately joined the Chilian army and directed its movements. On the 15th of May a battle was fought between the contending forces near the town of San Carlos, but when the day had closed neither side could claim the victory. Taking advantage of the cover of the night, Poinsett put himself at the head of 400 picked men, with three pieces of light artillery, and, leaving the main body, marched directly to Talcahuano, whither the enemy had withdrawn. The town was immediately carried by storm and the detained whalemén were released.* Some of the ships having had their papers destroyed, Poinsett furnished them with consular certificates. The friendly regard for the United States which diplomatic address and persuasion had been unable to obtain, were secured in a much shorter time and probably far more efficaciously by force of arms, and Lima yielded to muskets and cannon the respect she had been unwilling to concede to the seal of the Department of State. Her depredations on American commerce did not, however, entirely cease until the advent of Captain Porter in those waters.† Soon after this the United States Government, realizing the defenseless condition of our commerce in the Pacific, dispatched Porter to that locality to protect our interests. Up to the time of the capture of his vessel he had not only done all in his power in this direction, but had effectually destroyed the English whale-fishery in those seas, and so turned the tables upon the enemy who had sent out his whale-ships well armed and manned to perform the same kindly office toward our whalemén.‡

Up to the latter part of the year 1813 the people of Nantucket had fished unmolested both for cod-fish and for humpback whales on the shoals at the eastward of the island, and by this means eked out a livelihood which was beginning to be quite precarious, but this resort was now taken from them. An English privateer, during the fall, appeared among

* See Nantucket Inquirer, August 9, 1824; also Inquirer and Mirror, September 14, 1872. In the latter paper is an account of the affair written by Captain Nathaniel Fitzgerald, one of the crew on one of the detained whalers.

† The Walker, of New Bedford, was captured by an English armed whale-ship, but recaptured by Porter. The Barclay, of New Bedford, also was captured by the Peruvians, and recaptured by Porter.

‡ So far as operations in the Pacific were concerned, the English went out to shear but "returned shorn." Wherever our sailors went ashore in foreign ports and met English seamen, a melee was a frequent occurrence. An amusing instance is related of the officer of a whaling-vessel incurring the displeasure of an English naval officer in one of the South American Pacific ports, by his zeal in behalf of his country. A challenge was the result. The American being the challenged party, had, of course, the right to a choice of weapons, and being most familiar with the harpoon, chose that. They met according to the preliminaries and took their positions. For a moment the English officer stood before the poised harpoon of our whalemán, then gave in, and the proposed combat was deferred.

the fleet, capturing one Nantucket vessel, and driving away the remainder. In this dilemma a town-meeting was assembled and a petition prepared and forwarded to Congress representing the situation there, and praying that some arrangement might be entered into "whereby the fisheries may be prosecuted, without being subject to losses by war."* But no adequate relief was afforded, and the people found the history of their sufferings during the Revolution repeating itself with a distressing pertinacity and fidelity, and they bade fair to perish of starvation and cold. They eventually succeeded in obtaining permission to import provisions, but attempts to get leave to sail on whaling voyages, coupled with immunity from capture, were unsuccessful.

The return of peace effected for them the protection that all negotiations had failed to secure. Early in February, 1815, news came to Nantucket that the war was over, and immediately all was hurry and bustle. The wharves, lately so deserted, teemed with life; the ships, lately dismantled, put on their new dress; the faces of the people, lately so disconsolate, were radiant with hope. In May two ships fitted and sailed on their voyages; by the last of June this number was increased to nine; by the 1st of August eighteen had gone, and by the 31st of December over thirty ships, brigs, schooners, and sloops were pursuing the leviathans in the North and South Atlantic, the Indian and Pacific Oceans. On the 9th of July, 1815, the first returning whaling-vessel arrived at Nantucket; in all probability this was the first arrival at any port in the United States after the war. This vessel was the sloop *Mason's Daughter*, which, after a six weeks' voyage, returned with 100 barrels of oil.

From this period the business rapidly increased in extent. Nantucket, which, during the war of 1812, had had its fleet of whale-ships reduced from forty-six to twenty-three, by the last of December, 1820, possessed seventy-two whale-ships, (with an aggregate of 20,449 tons,) besides several brigs, schooners, and sloops.† The same success which had

* November 26, 1813. Macy, 177. In an official report Captain Porter gives the following list of his captures, chiefly vessels, as he says, engaged in the British sperm-whale fishery:

	Tons.	Men.	Guns.
Montezuma	270	21	2
Policy	175	26	10
Georgiana	280	25	6
Greenwich	368	25	10
Atlantic	355	24	8
Rose	220	21	8
Hector	270	25	11
Catharine	270	29	8
Seringapatam	357	31	14
Charlton	274	21	10
New Zealander	259	23	8
Sir A. Hammond	301	31	12

† Journal of Obed Macy. See also Degrand's report. Degrand said: "When we consider the numerous other vessels engaged in the coasting and other commercial

advanced Nantucket so rapidly served to stimulate other ports, and New York, Long Island, New London, Cape Cod, Boston, and more particularly New Bedford, entered more vigorously into competition,* and but a few years elapsed before the latter port, which was an offshoot, a child as it were of Nantucket, had far outstripped the extremest growth of the parent. In the mean time the same love of adventure, the same longing to explore new fields, the same yearning to more speedily return home with a full cargo, that sent our whalemén from home to the West Indies and the Cape de Verdes, from the Cape de Verdes to the shores of Africa and Brazil, to the Falklands and the coast of Patagonia, from Patagonia to the Pacific coast of South America, urged them still further.† In 1818 Capt. George W. Gardner, in the ship *Globe* of Nantucket, steering west from the old track, found, in latitude 5° to 10° south and longitude 105° to 125° west, a cruising ground where the objects of his search seemed to exist in almost countless numbers. This he termed the "Off-shore Ground," and, within two years, more than fifty ships were whaling in the same locality.

The next cruising ground was off the coast of Japan. Having received word from Captain Winship, of Brighton, Mass., who had friends at Nantucket, that on a recent voyage from China to the Sandwich Islands he had seen large numbers of sperm-whales on that coast, Captain Joseph Allen, in the ship *Maro*, was dispatched there in the fall of 1819. In 1821 six or seven ships were cruising in this vicinity, and in the following year ‡ more than thirty visited that field.

The grouping of whalemén upon the various grounds as they were discovered soon caused the slaughter or dispersion of the whales, and as a necessary consequence new fields must be opened up to supply the demand that had become rapacious. Since the close of the war of 1812, not only had the number of vessels in the various recognized whaling ports become greatly augmented, but every year witnessed the creation of new ports from whence this crusade against the whale was relentlessly pursued. Our vessels spread in their courses rapidly to all parts of the Pacific, and hundreds of islands received their first visit from

trade of the island; the small number of inhabitants it contains, and that the island itself is but a *speck* upon the bordering waters of our republic; and moreover, that almost the whole of their shipping was captured or destroyed so lately as the last war; we are struck with admiration at the invincible hardihood and industry of this little active, enterprising and friendly community, whose harpoons have penetrated with success every nook and corner of every ocean."—(*Niles' Register*, December 2, 1820.)

* This competition was also entered into by France and England, more particularly by the latter. (Macy, 214.)

† Capt. George Swain, 2d, of the ship *Independence*, which sailed from Nantucket in 1817, asserted, on the return from his voyage in 1819, that no ship would ever fill with sperm-oil again. A similar assertion had been made in 1789, when the ship *Ranger*, Captain William Swain, returned to Nantucket with a cargo of over 1,000 barrels of whale-oil. Her captain thought no other vessel would ever succeed in obtaining so large a cargo.

‡ The *Maro* returned in March, 1822, with 2,425 barrels of sperm-oil.

white men from the adventurous captors of these cetaceans.* The navigation of those waters was then a far different thing from what it at present is. The sea was comparatively unknown; what charts there were in existence were full of inaccuracies, and the first intimation that many a vessel had that she was sailing on dangerous ground was the splash of the breakers close at hand, or the grinding of her keel upon the treacherous rocks. Nor were the dangers of the seas the only risks which they experienced. The natives of many of the numerous groups of islands, with which the Pacific is so thickly studded, were more relentless than the waves, more treacherous than the reefs, and after the first emotions of surprise and awe the firing of a gun caused among them were over, woe to the ill-fated crew which fell into their clutches. It must be acknowledged that, in far too many cases, their barbarities were perpetrated in revenge for injuries received at the hands of some preceding ship's crew,† but they were not punctillious as to whether the actual culprit was punished or one of his kind—they warred against the race and not individuals. Many vessels carried with them the various gewgaws which would please the savage eye for the purpose of trading among the islands, and these, in cases where the natives were not sadly overreached, served to excite their cupidity and invite attack.

So large a portion of our fishing-fleet visited the Pacific that the United States was finally forced, when petition after petition had been sent to Congress, to send an exploring expedition to those seas, the ostensible purpose of which was to render the navigation of that ocean more secure as well in respect to the dangers of the land as in regard to those of the sea.

In 1828 four ships were sent from Nantucket to the coast of Zanzibar

*Hundreds of islands in the Pacific Ocean were first made known to civilization and first located upon charts by whalers, and the captains of whale-ships were eagerly consulted when exploring expeditions to these seas were to be undertaken. Wilkes and Perry both were indebted to these hardy, adventurous mariners, and in the compilation of his great work on "Ocean Currents," Maury was in constant communication with them. That these favors reacted to the benefit of our whalers is true; thus in December, 1858, Professor Agassiz, in a letter to the American Geographical Society, encouraged the Polar expedition then agitated in the following words: "I beg to add a word with regard to Dr. Hayes' Expedition,—I consider it as highly important, not only in a scientific point of view, but particularly so for the interests of the whale fisheries." He considered the habits of the whale as sure evidence of an open sea, "and the discovery of a passage into that open water which would render whale-fishing possible during the winter, would be one of the most important results for the improvement of whale-fishing."

†Thus Davis mentions (Nimrod of the Sea, p. 343) speaking a ship from London which had put in to the Marquesas Islands. While there three of the crew deserted. The captain of the English ship demanded of the chief that he return the deserters under reprisal, which demand was refused. Thereupon the master of the whaler double-shot his nine-pound guns, fired a round into the midst of the crowded grass hut composing the village, and carried off three of the Marquesans. "We Christians," continues Davis, "must not be unduly shocked when we hear of retaliation by

for sperm whales, and they cruised in the vicinity of the Seychelle Islands, and off the mouth of the Red Sea. Indeed, such was the vigor with which the new haunts were sought for that one adventurous captain even invaded the Red Sea itself in the pursuit of his occupation.*

In the year 1835 commenced that period of whaling which might be termed its Golden Age, for during the next decade the whale-fishery assumed its greatest importance and reached the zenith of its commercial value. In this year (1835) the ship *Ganges* of Nantucket, Barzillai T. Folger, master, took the first right whale ever taken on the Kodiah ground. This was the commencement of this fishery on the northwest coast. From this period the fleet rapidly augmented in size to the year 1846, when there belonged to the various ports of the United States 678 ships and barks, 35 brigs, and 22 schooners, with an aggregate capacity of 233,189 tons, and valued at \$21,075,000.†

In 1843, the first bow-head whales taken in the North Pacific were captured on the coast of Kamschatka by the ships *Hercules*, Captain Ricketson, and *Janus*, Captain Turner, both of New Bedford.‡

In 1848, Captain Royce, in the bark *Superior*, of Sag Harbor, passed through Behring's Straits, and performed a good season's work. Being the first whaler in those seas he found the whales comparatively tame and easy to strike. In this high latitude,§ at the season of his whaling

the savages on the next ship's crew that falls into their power." And this atrocious treatment of the unoffending South Sea Islanders was by no means limited to English captains. Many seamen were eventually to be found upon these various Pacific islands who had deserted or been discharged from their ships. Some of them, scoundrels under any circumstances, became leaders of the natives in their attacks upon trading and whaling vessels; some of them became influential men upon the islands, both by means of their superior civilization and through marriage with dusky maidens—daughters of the chief men of the islanders. One of the most marked cases of this latter kind was that of David Whippley, who left a Nantucket whaling-vessel while at the Feejee Islands, about the year 1839, and, making himself friendly and useful to the chiefs, soon became a most important man among them. According to the custom there he acquired several wives, (albeit he is said to have left one behind him in Nantucket,) and became father of a numerous family. He was appointed one of the United States vice-consuls, and for many years was of great service to our Government.

* The ship *Columbus*. (Scammon's *Marine Mammalia*, p. 212.)

† The foreign whaling-fleet at this time numbered 230 vessels. (Scammon, 213.)

‡ Scammon, p. 213. Davis says (p. 388) the value of the "bow-head" whale was not at first recognized. According to his account Capt. George A. Covill, of New Bedford, first learned their value, and his discovery was somewhat accidental. For lack of sperm whales they struck one of this species in the Ochotek, and killed him with but little trouble. Before cutting in they judged he would make about seventy barrels of oil, but to their surprise he turned out one hundred and fifty, with bone in proportion. There is some question as to this priority of Captain Covill's. Capt. J. H. Swift credits the French ship *Asia* with being the first, and Captain Royce advances the same claim for the American ship *Huntsville*. (See Scammon, note, p. 60.)

§ The following extract from the log of the *Saratoga*, of New Bedford, Capt. Harding, will serve to show to how high a northerly point whaling was pushed: "September 1, 1851, latitude 71° 40' N., longitude 150° 40' W.; 71 N., the depth of water was 6 fathoms.

there, the pursuit could be made at any hour of the twenty-four; in fact, the first whale taken was captured at 12 o'clock at night. The field thus opened was speedily vexed with the keels of our adventurous whalers, and within the next three years two hundred and fifty ships had obtained cargoes of oil there. The season for Arctic whaling is short, and the pursuit of the whale at times extremely dangerous. Often, when struck, the wounded animal makes for the ice, and, unless killed before that barrier is gained, escapes with the harpoons and lines. Fogs are frequent and dense, and while these last the ringing of bells, firing of guns, blowing of horns, and pounding on empty casks, as the ships pierce through the mists, indicate their position as well to avoid collision with each other as to recall the missing boats, if any are out. It frequently happens that the crew of such a boat will fail to find their own ship, and will meet with some other; in which case they have no hesitation in repairing on board the stranger, there to remain until the fog lifts and they can find their own vessel.*

The fishery continued with varying success until the year 1847. Fluctuations in the business were constant, and with many ports the tide of success seemed to ebb and flow with quite as measured a rhythm as the alternating rise and fall of old ocean. A few years of success overstimulated the business, new ships were added, and the natural result of overstocking the market and a fall in prices ensued. This was quite as much the case in 1830, when the imports of oil amounted

Proceeding to the northward and eastward the depth of water gradually increased to thirty fathoms. Experienced here severe gales, with a beat of 15 miles between packed ice, to the northward and eastward. In the bite saw whales in great numbers, gradually working north." Captain Beechey, in the *Blossom*, in 1826 reached 70° 30', and explored with boats to 71° 25'. The *Saratoga*, therefore, went 15 miles farther north than the *Blossom's* boats. The following table taken from the *Honolulu Friend* of October 15, 1849, gives a record of thirteen Arctic whalers in the year, showing the amount of oil taken, the number of whales captured, the highest latitude attained, and the dates when the first and last whales were obtained:

Ship.	Barrels of oil.	Number of whales.	Highest latitude.	First whale.	Last whale.
<i>Junier</i>	1,900	11	66°	June 5	July 15
<i>Jeannette</i>	1,200	8	67° 40'	July 13	Aug. 14
<i>Two Brothers</i>	1,000	6	68° 10'	July 14	Aug. 26
<i>Marengo</i>	2,000	14	69°	June 25	Aug. 26
<i>Metacom</i>	1,600	13	67°	June 1	Aug. 15
<i>Isaac Hicks</i>	800	4	69° 50'	July 19	Aug. 14
<i>Electra</i>	350	2	67°	July 7	Aug. 10
<i>Margaret</i>	1,350	9	69° 30'	July 21	Aug. 3
<i>J. Maury</i>	1,000	7	68°	July 14	Aug. 23
<i>Catharine</i>	1,450	9	67° 30'	July 2	Aug. 17
<i>Washington</i>	1,800	10	68° 30'	June 28	Aug. 10
<i>Omega</i>	1,550	12	70° 12'	July 1	Aug. 25
<i>Tiger</i>	1,650	9	69° 40'	July 18	Aug. 30
Total.....	17,650	120			

*Scammon, p. 63. See, also, a very interesting series of articles by William H. Macy, esq., entitled "My Cruise in the Arctic," published in the *Nant. Inq. and Mir.*, 1876.

to 106,829 barrels of sperm and 86,274 barrels of whale, as in 1845, when 157,917 barrels of sperm and 272,730 barrels of whale were brought in.* Then came losses, and as whales became more scarce and voyages were more prolonged and far more expensive, these reverses became more and more serious, until individual owners dropped out of the corporations, corporations became extinct in the ports, and finally the ports themselves became disconnected with the business.†

The war of the rebellion came with a suddenness that was entirely unexpected to the larger portion of the people of the North. The *ignis fatuus* of compromise beguiled them on with illusory hopes of peace, and when the storm finally burst it found them wholly unprepared. No special commercial interest was in a poorer state to withstand war than the whale-fishery. Ships were in various portions of the Pacific, on voyages averaging nearly four years, and were gone from port months at a time. If they were communicated with, the remedy was scarcely better than the disease. To go into port and there lay idle was quite as disastrous—even more so—to the owners than to continue their perilous calling at the hazard of capture by southern privateers.

But whalemens in the Pacific continued for several years unmolested. Those engaged in rebellion were unable to fit out the throng of privateers which their disposition prompted them to do. The first vessels of

* A similar and somewhat ludicrous case (as viewed in our present light) occurred in the early history of the cotton factory of the Boston Manufacturing Company. Not many years after its establishment, at one of the corporation dinners, a prominent director expressed great alarm arising from a dread that the mill at Waltham would prove an unfortunate speculation, because of its prospectively *overstocking the market*. Then there were probably not half a dozen cotton factories in the country. The time is within the memory of people who are not yet what would be called old when the little town of Weston, in Massachusetts, could overstock the boot and shoe market of Boston.

In 1849, the English made an effort to revive the southern whale-fishery. Some merchants were incorporated under the name of "The British Southern Whale Fishery Company," and an attempt was made to establish a colony at the Auckland Islands, having in this company its recognized head, but dissensions arose as to jurisdictions, and the design fell through.

† In 1850, San Francisco became a whaling port. On the 13th of December of that year the Popmunnett (an old whaler) sailed from there on a whaling voyage to the Gallipagos Islands and coasts of Peru and Chili. The bark Sarah soon followed her on a sperm whaling voyage, intending to obtain a cargo and carry it to the Eastern States. In 1855, two stock companies were formed at Monterey and Crescent City for the prosecution of shore whaling. Boats were kept in constant readiness to put out in chase when a school of whales appeared. Quite a successful business was pursued in this way.

In January, 1858, the freighter, John Gilpin, with a large cargo of oil, was wrecked and sunk off Cape Horn. On the 1st of January, 1861, the Congress, of New Bedford, while cruising between Cape Leurwin and Bull Head, picked up a cask of oil, covered with barnacles, a relic of the wreck of the John Gilpin. In three years this cask had drifted east by north 7,780 miles. In February of the same year, 150 miles from New Holland, two other casks from the same cargo were picked up, having, in their three years of wandering, drifted from longitude 70° west to longitude 111° 15' east.

the fleet to suffer from the depredations of such letters-of-marque as they were able to equip were three Atlantic whalers from Provincetown, the John Adams, Mermaid, and Parana, the first two schooners and the last a brig. They were captured when about 90 miles south of Balize, within the period of two hours, by the privateer Calhoun, formerly the tug-boat W. H. Webb, of New York. The vessels with their cargoes, about 215 barrels of sperm oil, were burned, and the sixty-three men composing their crews were taken to New Orleans and there left to shift for themselves.*

Several rebel privateers were soon cruising on the Atlantic whaling-grounds, and in the track of outward and homeward-bound Pacific whalers. They adopted a device to ensnare their victims, which can but be severely reprobated as inhuman. Capturing a vessel they waited until night had fallen upon the scene, and then, firing her, they pounced upon the unfortunates who, obeying the natural impulses of humanity, bore down for the burning craft to save the lives they believed to be endangered. In this way several whale-ships fell victims to this atrocious device.†

Naturally, with these risks staring them in the face, the owners were in no haste to refit such of their returning vessels as evaded rebel cruisers. Ships were sold, transferred to the merchant service, or laid up to await a change in affairs. Some in the Pacific were put under the Hawaiian flag. Of those sold, forty were purchased by the United States and formed the larger portion of the two famous stone fleets, which, in 1861, were sunk off the harbors of Charleston and Savannah to prevent the entrance of blockade-runners and the ingress and escape of privateers.‡

* In 1861.

† Thus were captured and burned by the Alabama the ships Benjamin Tucker, Osceola, Virginia, and Elisha Dunbar, of New Bedford, Ocean of Sandwich, Alert of New London, and schooners Altamaha of Sippican and Weather Gage of Provincetown, all of whom, attracted by the burning of the Ocean Rover of Mattapoisett, hastened to rescue the shipmates whose lives they believed to be imperilled.

‡ Among these vessels were several famous China and European merchantmen. The Herald, formerly of Boston, was nearly one hundred years old. (F. C. S., in Boston Advertiser, December 20, 1871.) Another famous ship was the Corea, which was formerly an armed store-ship belonging to the English navy, and came to this country during the Revolution loaded with stores. A storm arising, she sought shelter in Long Island Sound. This fact soon became known to our Yankee fishermen, and they determined to capture her, and accordingly about a hundred of them, well armed, left New Bedford in a small vessel for that purpose. Coming within sight of the Corea all hands, except four men and a boy, were sent below, the vessel soon reached the fishing-ground, and, to all appearance, the five on deck were soon engaged in innocent piscatorial employments. The Corea ran down toward them and fired a gun, at which summons our fishermen stood for the storeship, and coming within hail were ordered alongside. Grumblingly they obeyed and were despoiled of their fish, while the Corea's crew crowded around curious to see the prize. At this juncture one of the captive fishermen threw some fish out of one of the ports upon the schooner's deck and at the signal the secreted men swarmed up from below. Before the astonished

In 1865 the privateer steamer *Shenandoah* entered the Pacific Ocean, and on the 26th of June she captured and burned five ships and barks in Behring's Straits.* On the 27th of June the ship *Brunswick*, of New Bedford, having got jammed in the ice, those of the fleet that were near went to her assistance. The wind dying away, they anchored close to each other. The next morning the *Shenandoah* appeared upon the scene and captured and destroyed nine of them. Among these was the bark *Favorite*, of Fairhaven, Capt. Thos. G. Young, a man between sixty and seventy years of age, but full of courage and determination. It was no part of his creed to see his ship (in which he was part owner) given up without a struggle, however great the odds or however hopeless the resistance. Accordingly he loaded all his bomb-guns and fire-arms and took a position on the cabin roof. As the *Shenandoah's* boat came alongside he ordered her officer to "stand off," an order which, when he saw the look of mischief in the captain's eye, he prudently obeyed, and lost no time in returning to his vessel to report his lack of progress. The commander of the privateer had perceived the action of the boat, and ordered a gun trained upon the whaler and that his gunner should fire low. In the mean time the officers of the *Favorite*, deeming resistance as worse than useless, urged Captain Young to desist, assuring him that it was only a fruitless sacrifice of his life, to which the captain replied that he would die willingly if he could but shoot *Waddell*, who commanded the *Shenandoah*. Finding remonstrance useless, the officers secretly removed the caps from the loaded arms, removed the ammunition not already in the guns, and took to the boats, leaving the heroic old captain to defend the castle, in which his entire property was invested, alone.

The gun from the *Shenandoah* was not discharged, as the returning boat was in range; and when it had reached the steamer *Waddell* had changed his mind, and ordered another boat to capture the obdurate skipper. As she came alongside, the officer in charge ordered Captain Young to haul down his colors. In language more forcible than polite

Englishmen could recover their senses their vessel was a prize. She was taken to New Bedford and discharged, and some years after the war she was added to the whaling fleet. The first "stone fleet" consisted of the *Archer*, *Courier*, *Cossack*, *Frances*, *Henrietta*, *Garland*, *Herald*, *Kensington*, *Leonidas*, *L. C. Richmond*, *Maria Theresa*, and *South America* of New Bedford, *Amazon*, *Harvest*, and *Rebecca Sims* of Fairhaven, *Potomac* of Nantucket, *American* of Edgartown, *Corea*, *Fortune*, *Lewis*, *Phoenix*, and *Tenedos* of New London, *Meteor* and *Robin Hood* of Mystic, and *Timor* of Sag Harbor. In the second fleet were the following whalers: *America*, *Edward*, *India*, *Valparaiso*, and *Majestic* of New Bedford, *Montezuma*, *New England*, and *Dove* of New London, *Mechanic* and *William Lee* of Newport, *Emerald* and *Noble* of Sag Harbor, *Messenger* of Salem, and *Newburyport* of Gloucester. Many of these had been noted ships in their prime; some of them European packets, others in the China trade, &c.

*The *Isabella*, *Gypsey*, *Catharine*, *General Williams*, and *Wm. C. Nye*. Those captured on the 27th were the *Hillman*, *Isaac Howland*, *Nassau*, *Brunswick*, *Waverly*, *Martha 2d*, *Congress*, *Favorite*, and *Covington*.

he replied, "I'll see you d——d first." "If you don't," said the officer of the boat, "I'll shoot you." "Shoot and be d——d," returned the imperturbable Young. The crew of the boat were now ordered to board the Favorite; and as the captain pulled the trigger to his gun and ineffectually endeavored to explode the charge, he saw the defenceless condition in which he had been left, and realized that he had nothing to do but to surrender. His inhuman captors, who were unable to appreciate bravery, put him in irons in the topgallant forecastle, and robbed him of his money, his watch, and even of his shirt-studs.

Capt. Ebenezer F. Nye, of the ship *Abigail*, of New Bedford, which ship was also captured and burned in the Ochotsk Sea by the *Shenandoah* in June, manned two boats before his ship was in the privateer's possession, and started for the rest of the fleet to warn them of the impending danger.

In all, the *Shenandoah* captured and burned thirty-four ships and barks, and captured and bonded the *Milo*, the *General Pike*, and the *James Maury*, of New Bedford, and the *Nile*, of New London.

During the war for the maintenance of our national integrity, the seaport towns responded with the utmost alacrity to the calls for men and for money. Our gallant whalemens hastened to defend the flag, and enlisted in large numbers in the Navy as more congenial with their inclinations. A large portion of the officers in this branch of our service had gathered their experience on the deck of a whaler, and tested their courage in a whale-boat; and it is safe to assert that no braver men defended and no more experienced seamen navigated those castles of oak and of iron that sustained in these later years the renown our Navy won in the war of 1812.*

The rebellion over, renewed activity took place in the whaling world. Ships that had been laid up were rigged and sent away, and new ships were again added to the fleet. The business was carried on with caution, for the inroads made upon the trade by the general use of coal-oils were becoming matters of serious consideration.

In the fall of 1871 came news of a terrible disaster to the Arctic fleet, rivaling in its extent the depredations of the rebel cruiser. Off Point Belcher thirty-four vessels lay crushed and mangled in the ice; in Honolulu were over twelve hundred seamen who by this catastrophe were shipwrecked.

Early in May the fleet arrived south of Cape Thaddens, where they found the ice closely packed, and the wind blowing strong from the northeast.† This state of affairs continued during the most of the

* A meeting of the whaling-agents in Payta was held, at which they offered both money and personal service in support of the Union. The whalemens were at this time advised to cruise in companies.

† *Harper's Weekly*, December 2, 1871.

The following table, copied from the New Bedford Shipping List, will show the number of vessels in the North Pacific each year, and the rise and decline of the fishery in

month. June came in with light and variable winds and foggy weather; but the ice opening somewhat, the ships pushed through in sight of Cape Navarine, where they took five or six whales, and for a short time heard many more spouting among the ice. About the middle of June the ice opened still more, and the fleet passed on through Anadir Sea, taking a few whales as they went. By the 30th of June the vessels had passed through Behring's Straits, preceded by the whales. Waiting the further breaking up of the ice, they commenced catching walrus, but with comparatively poor success. During the latter part of July, the ice disappearing from the east shore south of Cape Lisburne, the fleet pushed on to the eastward, following the ice, the principal portion of which was in latitude $69^{\circ} 10'$. A clear strip of water appearing on the east shore, leading along the land to the northeast, they worked along through it to within a few miles of Icy Cape. Here some of the vessels anchored, unable to proceed farther on account of the ice lying on Blossom Shoals.

About the 6th of August the ice on the shoals started, and several ships got under way. In a few days most of the fleet was north of the shoals, and, aided by favorable weather, they worked to the northeast as far as Wainwright Inlet, eight vessels reaching there on the 7th. Here the ships either anchored or made fast to the ice, which was very heavy and densely packed, and whaling was carried on briskly for several days, and every encouragement was given for a favorable catch. On the 11th of August a sudden change of wind set the ice inshore, catching a large number of boats which were cruising for whales in the open ice, and forcing the ships to get under way to avoid being crushed. The vessels worked inshore under the lee of the ground ice, and succeeded, despite the difficulties of the situation, in saving their boats by hauling them for long distances over the ice, some of them, however, being badly stoven. On the 13th the ice grounded, leaving a narrow strip of water along the land up to Point Belcher. In this open water lay the fleet anchored or fast to the ice, waiting for the expected northeast wind that

those seas. The locality includes the water between the Asiatic and American coasts north of 50° north latitude:

Year.	No. of ships.	Average barrels.	Total barrels.	Year.	No. of ships.	Average barrels.	Total barrels.
1839.....	2	1,400	2,800	1838.....	196	620	121,650
1840.....	3	547	1,641	1839.....	176	535	94,160
1841.....	20	1,412	28,240	1860.....	121	518	62,678
1842.....	29	1,627	47,193	1861.....	76	724	55,024
1843.....	108	1,349	146,800	1862.....	32	610	19,525
1844.....	170	1,528	259,760	1863.....	42	857	36,010
1845.....	263	933	250,600	1864.....	68	522	35,490
1846.....	292	869	253,800	1865.....	59	617	36,415
1847.....	177	1,059	187,443	1866.....	95	398	56,925
1848.....	159	1,164	185,256	1867.....	90	640	57,600
1849.....	155	1,334	206,830	1868.....	61	708	43,230
1850.....	144	1,692	243,648	1869.....	43	890	38,275
1851.....	138	626	86,360	1870.....	46	1,069	49,205
1852.....	278	1,343	373,450	1871.....	40	.....	15,000
1853.....	238	912	217,056	1872.....	27	729	19,680
1854.....	232	794	184,063	1873.....	29	665	19,300
1855.....	217	873	189,579	1874.....	92	915	20,120
1856.....	178	822	146,410	1875.....	16	1,374	21,960
1857.....	143	796½	113,900	1876.....	8	656	5,250

was to relieve them of their icy barrier, whaling constantly being carried on by the boats, though necessarily under many adversities.

On the 15th of August the wind came around to the westward, driving the ice still closer to the shore and compelling the vessels to work close in to the land. The drift of the ice inland was so rapid that some of the vessels were compelled to slip their cables, there being no time to weigh anchor. By this event the fleet was driven into a narrow strip of water not over half a mile in width at its widest part. Here, scattered along the coast for 20 miles, they lay, the water from 14 to 24 feet deep, and ice as far as the lookouts at the mastheads could see. Whaling was still carried on with the boats off Sea-Horse Island and Point Franklin, although the men were obliged to cut up the whales on the ice and tow the blubber to the ships.

On the 25th a strong northeast gale set in and drove the ice to a distance of from four to eight miles off shore, and renewed attention was given to the pursuit of the whale. Up to this time no immediate danger had been anticipated by the captains beyond that incidental to their usual sojourn in these seas. The Esquimaux, nevertheless, with the utmost friendliness, advised them to get away with all possible speed as the sea would not again open, but this was contrary to the Arctic experience of the whalers, and they resolved to hold their position.

On the 29th began the series of conflicting circumstances resulting in the destruction of the fleet. A southwest wind sprang up, light in the morning, but freshening so toward evening that the ice returned inshore with such rapidity as to catch some of the ships in the pack. The rest of the fleet retreated ahead of the ice, and anchored in from three to four fathoms of water, the ice still coming in and small ice packing around them. The heavy floe-ice grounded in shoal-water and between it and the shore lay the ships, with scarcely room to swing at their anchors.

On the 2d of September the big Comet was caught by the heavy ice and completely crushed, her crew barely making their escape to the other vessels. She was pinched until her timbers all snapped and the stern was forced out, and hung suspended for three or four days, being in the mean time thoroughly wrecked by the other vessels; then the ice relaxed its iron grip and she sunk. Still our hardy whalers hoped that the looked-for northeasterly gale would come, and felt greater uneasiness on account of the loss of time than because of their present peril. Their experience could not point to the time when the favoring gale had failed to assure their egress. Nothing but ice was visible offshore, however, the only clear water being where they lay, and that narrowed to a strip from 200 yards to half a mile in width, and extending from Point Belcher to two or three miles south of Wainright Inlet. The southeast and southwest winds still continued, light from the former and fresh from the latter direction, and every day the ice packed more and more closely around the doomed vessels.

On the 7th of September the bark Roman, while cutting in a whale, was caught between two immense floes of ice off Sea-Horse Islands, whence she had helplessly drifted, and crushed to atoms, the officers and crew escaping over the ice, saving scarcely anything but their lives.

The next day beheld the bark Awashonks meet a similar fate, and a third fugitive crew was distributed among the remaining ships. The peril was now apparent to all; the season was rapidly approaching the end; the ice showed no signs of starting, but on the contrary the little clear water that remained was rapidly filling with ice and closing around them. Frequent and serious were the consultations held by the captains of the beleaguered vessels. One thing at least was evident without discussion; if the vessels could not be extricated the crews must be got away before winter set in, or the scanty stock of provisions they had could only postpone an inevitable starvation. As a precautionary measure, pending a decision on the best course to adopt, men were set to work to build up the boats, that is, to raise the gunwales so as to enable them the better to surmount the waves. Shoes* were also put on them to prevent, as far as possible, injury from the ice. The brig Kohola was lightened in order to get her over the bar at Wainwright Inlet, upon which there were only 5 or 6 feet of water. Her oil and stores were transferred to the deck of the Charlotte, of San Francisco, but when discharged it was found that she still drew 9 feet of water, and the attempt to get her over the shoal water was abandoned.† An expedition of three boats, under the command of Capt. D. R. Frazer, was now sent down the coast to ascertain how far the ice extended; what chances there were of getting through the barrier; what vessels, if any, were outside, and what relief could be relied upon. Captain Frazer returned on the 12th, and reported that it was utterly impracticable to get any of the main body of the fleet out; that the Arctic and another vessel were in clear water below the field, which extended to the south of Blossom Shoals, 80 miles from the imprisoned crafts; and that five more vessels, then fast in the lower edge of the ice, were likely to get out soon. He also reported, what every man then probably took for granted, that these free vessels would lay by to aid their distressed comrades. It is a part of the whaleman's creed to stand by his mates. On hearing this reported, it was decided to abandon the fleet and make the best of their way, while they could, to the rescuing vessels. It was merely a question whether they should leave their ships and save their lives, or stand by their ships and perish with them.

The morning of the 14th of September came, and a sad day it was to the crews of the ice-bound crafts. At noon the signals, flags at the mast-heads, union down, were set, which told them the time had come

* A sheathing—in this case copper—being used.

† The same experiment, with the same result, was tried by Captain Redfield, of the brig Victoria. The Kohola and Victoria are rated as barks in a succeeding page.

when they must sever themselves from their vessels.* As a stricken family feels when the devouring flames destroy the home which was their shelter, and with it the little souvenirs and priceless memorials, which had been so carefully collected and so earnestly treasured, so feels the mariner when compelled to tear himself from the ship which seems to him at once parent, friend, and shelter. In these vessels lay the result of all the toil and danger encountered by them since leaving home. Their chests contained those little tokens received from or reserved for friends thousands of miles away, and nothing could be taken with them save certain prescribed and indispensable articles. With heavy hearts they entered their boats and pulled away, a mournful, almost funereal, flotilla, toward where the vessels lay that were to prove their salvation. Tender women and children were there who, by their presence, sought to relieve the tedium of a long voyage to their husbands and fathers, and the cold north wind blew pitilessly over the frozen sea, chilling to the marrow the unfortunate fugitives.

The first night out the wanderers encamped on the beach behind the sand hills. A scanty supply of fire-wood they had with them and such drift-wood as they could collect sufficed to make a fire to protect them somewhat from the chilling frost. The sailors dragged boats over the hills, and by turning them bottom upward and covering them with

*The following protest was written on the 12th of September, and signed by all the captains on the following day before abandoning their vessels:

"POINT BELCHER, *Arctic Ocean*, Sept. 12, 1871.

"Know all men by these presents, that we, the undersigned, masters of whale-ships now lying at Point Belcher, after holding a meeting concerning our dreadful situation, have all come to the conclusion that our ships cannot be got out this year, and there being no harbor that we can get our vessels into, and not having provisions enough to feed our crews to exceed three months, and being in a barren country, where there is neither food nor fuel to be obtained, we feel ourselves under the painful necessity of abandoning our vessels, and trying to work our way south with our boats, and, if possible, get on board of ships that are south of the ice. We think it would not be prudent to leave a single soul to look after our vessels, as the first westerly gale will crowd the ice ashore, and either crush the ships or drive them high upon the beach. Three of the fleet have already been crushed, and two are now lying hove out, which have been crushed by the ice, and are leaking badly. We have now five wrecked crews distributed among us. We have barely room to swing at anchor between the pack of ice and the beach, and we are lying in three fathoms of water. Should we be cast on the beach it would be at least eleven months before we could look for assistance, and in all probability nine out of ten would die of starvation or scurvy before the opening of spring.

"Therefore, we have arrived at these conclusions: After the return of our expedition under command of Capt. D. R. Frazer, of the *Florida*, he having with whale-boats worked to the southward as far as Blossom Shoals, and found that the ice pressed ashore the entire distance from our position to the shoals, leaving in several places only sufficient water for our boats to pass through, and this liable at any moment to be frozen over during the twenty-four hours, which would cut off our retreat, even by the boats, as Captain Frazer had to work through a considerable quantity of young ice during his expedition, which cut up his boats badly."

(Signed by the masters.)

sails, made quite comfortable habitations for the women and children. The rest made themselves comfortable as best they could.

"On the second day out," says Captain Preble, "the boats reached Blossom Shoals, and there spied the refuge-vessels lying five miles out from shore, and behind a tongue of ice that stretched like a great peninsula ten miles farther down the coast, and around the point of which the weary crews were obliged to pull before they could get aboard. The weather here was very bad, the wind blowing fresh from the southwest, causing a sea that threatened the little craft with annihilation. Still the hazardous journey had to be performed, and there was no time to be lost in setting about it. * * * * All submitted to this new danger with becoming cheerfulness, and the little boats started on their almost hopeless voyage, even the women and children smothering their apprehensions as best they could. On the voyage along the inside of the icy point of the peninsula everything went moderately well; but on rounding it, they encountered the full force of a tremendous southwest gale and a sea that would have made the stoutest ship tremble. In this fearful sea the whale-boats were tossed about like pieces of cork. They shipped quantities of water from every wave which struck them, requiring the utmost diligence of all hands at bailing to keep them afloat. Everybody's clothing was thoroughly saturated with the freezing brine, while all the bread and flour in the boats was completely spoiled. The strength of the gale was such that the ship *Arctic*, after getting her portion of the refugees on board, parted her chain-cable and lost her port anchor, but brought up again with her starboard anchor, which held until the little fleet was ready to sail."

By four o'clock in the afternoon of the second day all were distributed among the seven vessels that formed the remnant of the fleet that sailed for the Arctic Ocean the previous spring. Not a person was lost to add to the grief already felt or to increase the gloom of their situation. To the *Europa* was assigned 280; to the *Arctic*, 250; to the *Progress*, 221; to the *Lagoda*, 195; to the *Daniel Webster*, 113; to the *Midas*, 100; and to the *Chance*, 60: in all 1,219 souls in addition to their regular crews. On the 24th of October the larger portion of these vessels reached Honolulu, and the remaining ones of the seven speedily followed.*

* The names of the beleagnured fleet were: from New Bedford, barks *Awashonka*, value, \$58,000; *Concordia*, \$75,000; *Contest*, \$40,000; *Elizabeth*, \$60,000; *Emily Morgan*, \$60,000; *Engenia*, \$56,000; *Fanny*, \$58,000; *Gay Head*, \$40,000; *George*, \$40,000; *Henry Taber*, \$52,000; *John Wells*, \$40,000; *Massachusetts*, \$46,000; *Minerva*, \$50,000; *Navy*, \$48,000; *Oliver Crocker*, \$48,000; *Seneca*, \$70,000; *William Rotch*, \$43,000; ships *George Howland*, \$43,000; *Reindeer*, \$40,000; *Roman*, \$60,000; *Thomas Dickason*, \$50,000. From New London, bark *J. D. Thompson*, value \$45,000, and ship *Monticello*, \$45,000. From San Francisco, barks *Carlotta*, value \$52,000; *Florida*, \$51,000; and *Victoria*, \$30,000. From Edgartown, ships *Champion*, value \$40,000, and *Mary*, \$57,000. And from Honolulu, Sandwich Islands, barks *Paira Kohola*, \$20,000; *Comet*, \$20,000; and *Victoria 2d* and ship *Julian*, \$40,000. The Honolulu vessels had generally American owners, having been placed under the Hawaiian flag to protect them from rebel cruisers.

Capt. William H. Kelley, who commanded the *Gay Head*, visited the locality the

On the receipt of the news of this disaster, more particularly in New Bedford, great excitement was occasioned. The value of the wrecked vessels sailing from that port alone exceeded, with their cargoes, one million of dollars. But the owners of whaling-vessels were not the men to yield supinely to a single misfortune, however overpowering it might seem, and the ensuing year twenty-seven ships were busy in the Arctic, and in 1873 twenty-nine visited that precarious sea.

Still whaling in general continued to decline. The sun of its destiny was moving toward its western horizon. Whether some modern Joshua shall command it to stand still, or whether it shall move still nearer its full setting, is yet uncertain. Some oil will still be used until its perfect substitute is produced at so low a rate that the expenses of whaling will entirely absorb its profits.

On the 1st of January, 1877, the entire fleet was reduced to 112 ships and barks, and 51 brigs and schooners, having a total capacity of 37,828 tons.*

Before closing this chapter it would be well to see to what causes this decline is attributable. Many circumstances have operated to bring this about. The alternate stimulus and rebuff which the fishery received as a short supply and good prices led to additions to the fleet and an overstock and decline in values, were natural, and in themselves probably

following year, and wrote home the condition of such of the vessels as still remained. The *Minerva* lay at the entrance to Wainwright Inlet, as good in hull as when abandoned. The *T. Dickason* lay on her beam-ends on the bank, bilged and full of water. The *Seneca* was dragged by the ice up the coast some distance; her bowsprit was gone, bulwarks stove, and rudder carried away, and she was frozen in solid. The *Reindeer* sank, and the *Florida* was ashore on Sea-Horse Islands, burned to the water's edge. The rest of the fleet were either carried away by the ice, crushed to pieces, or burned by the natives. The *Gay Head* and *Concordia* were burned where they lay. "The bark *Massachusetts* went around Point Barrow. There was one white man on board her who staid up here last winter. He made his escape over the ice this summer, and was five days getting back to the ships. He was about used up when they found him this summer. The natives set out to kill him, but the women saved him, and afterward the old chief took care of him. He saved a large quantity of bone, but the natives took it away from him, except a small quantity. He said \$150,000 would not tempt him to try another winter in the Arctic. He said that four days after we left the ships last year the water froze over and the natives walked off to the ships; and fourteen days after there came on a heavy northeast gale and drove all but the ground-ice away, (that never moved.) Shortly after there blew another northeast gale, and he said that of all the butting and smashing he ever saw, the worst was among those ships driving into each other during those gales. Some were ground to atoms, and what the ice spared the natives soon destroyed, after pillaging them of everything they pleased."

Since writing the account of the disaster of 1871, the reports have been received of another of less pecuniary extent but more appalling in its effect on human life. The fleet for 1876 consisted of twenty ships and barks. Of these, twelve are reported lost or abandoned in the Arctic. Much of the melancholy story seems a duplicate description of that of 1871. Again the fleet had entered that fatal ocean early in August, and again commenced the season's whaling with prospect of fair success; again the ice com-

* The lowest ebb was reached on the 1st of January, 1875, when the fleet consisted of 119 ships and barks, and 44 brigs and schooners, with a capacity of 37,733 tons.

formed no positive impediment. The increase in population would have caused an increase in consumption beyond the power of the fishery to supply, for even at the necessarily high prices people would have had light. But other things occurred. The expense of procuring oil was yearly increasing when the oil-wells of Pennsylvania were opened, and a source of illumination opened at once plentiful, cheap, and good. Its dangerous qualities at first greatly checked its general use, but, these removed, it entered into active, relentless competition with whale-oil, and it proved the more powerful of the antagonistic forces.

The length of voyages increased from two years for a cargo of sperm and from nine to fifteen months for a cargo of whale oil to four years to fill with the latter, while the former was practically abandoned as a separate business * after it became necessary to make voyages of four, five, and even six years, and then seldom return with a full cargo. As a matter of necessity the fitting of ships became far more expensive,†

menced closing around them; again they cherished delusive hopes that a strong gale would drive it off-shore and afford them a means of escape, and again these hopes were doomed to a bitter disappointment. Again the masters decided it was necessary to abandon their vessels, and again the abandonment was accomplished. Here the parallel ceases. Several men perished from exposure in journeying from one beleaguered vessel to another apparently more safe, and many died on the toilsome, perilous march and voyage to the rescuing ships. Many more preferred to stay by the ships and risk their chances of surviving during the terrible Arctic winter to assuming the nearer and, to them, apparently no less dangerous alternative of an immediate escape. These men are still there, and there seems no feasible way to communicate with them until the summer of 1877. Judging by the experience of Arctic navigators and by the condition of several of the former abandoned fleet when found in the ensuing season, their chance for a comfortable survival seems good, unless attacked by the avaricious natives. Provisions and fuel are reported amply sufficient for them, and with the first clear water of 1877 ready hands and willing hearts will hasten to their assistance. Fifty-three men remained, and three hundred made their escape. The names of the lost and abandoned vessels with their approximate values, not including cargoes, are as follows: (Of these the Arctic is reported lost; the others abandoned.) From New Bedford, the Acors Barns, \$36,000; Camilla, \$36,000; Cornelius Howland, \$40,000; James Allen, \$36,000; Java 2d, \$26,000; Josephine, \$40,000; Marengo, \$40,000; Mount Wollaston, \$32,000; Onward, \$40,000; and St. George, \$36,000. From San Francisco, the Clara Bell, \$24,000. And from Honolulu, the Arctic, \$32,000, and Desmond, \$24,000. A total loss of \$442,000. The estimated value of reported cargoes is about \$375,000 more.

* Always excepting, of course, Atlantic whalers. Sperm-whaling in the Atlantic has always been pursued by the bulk of the Provincetown vessels and by quite a fleet of schooners and brigs from other ports. There is an occasional revival of this pursuit in larger vessels at intervals of a few years, at present some of the most successful voyages being made by ships and barks cruising for sperm whales in this ocean.

† The cost of fitting of late years has grown out of all proportion to the value of the return. Thus, in 1790, a ship carrying 1,900 barrels of oil would be fitted for a two-years' sperm whaling voyage to the Pacific Ocean for \$12,000, while in 1858, with a doubled capacity, the length of the average voyage was more than doubled, and the cost of fitting had increased to about \$65,000. But few people have an idea of the amount and variety of occupations to which the fitter-out of a whale-ship pays tribute. In 1765 the schooner *Lydia*, of Edgartown, Capt. Peter Pease, used the following articles in fitting for her whaling-cruise: 5 barrels beef, 6 barrels pork, 1,200 pounds bread, 60 pounds butter, 3 small cheeses, 500 pump-nails, 2 wine-glasses, 600 board-nails, 1,500 shingle-nails, 24 deck-nails, 30 spikes, 1 mallet, 1 dipey-line, 2 scrapers, 1 adze, 2

a rivalry in the furnishing adding perhaps considerably to the outlay. Vessels were obliged to refit each season at the various islands in the Pacific, usually at the port of Honolulu when passing in its vicinity, and the bills drawn upon the owners on these occasions were so enor-

axes, 5 spades, 1 tunnel, 4 barrels flour, 12 bushels corn, 14 bushels meal, 100 pounds rice, 2 barrels rum, 55 gallons molasses, 20 pounds candles, 314 feet boards, 230 feet boat-boards, 600 fathoms tow-line, 130 fathoms main-warp, 28 guns, 12 lances, 3 eod-lines, 2 log-lines, 6 gimlets, 3 skeins twine, 6 bowls, 6 knives and forks, 6 plates, 4 pounds tea, 5 pounds chocolate, 15 pounds coffee, 100 pounds sugar, 50 pounds hog's-fat, 5 bushels beans, 1 platter, 2 brooms, 2 hour-glasses, 1 lantern, 50 pounds spun yarn, 4 pump-bolts, 3 pump-brakes, 6 upper boxes, 4 lower boxes, 1 pump-hook, 1 draw-bucket, 2 cedar pails, 1 hand-pump, 2 finishing-planes, 1 pound pepper, 1 speaking-trumpet, 2 half-minute glasses, 1 punch-bowl, 6 tea-cups and saucers, 1½ pounds powder and shot, 1 drawingknife, 1 candlestick, 3 skeins marling, 3 skeins housing, 8 spare blocks, 1 cat-block, 40 fathoms spare rigging, 1 sounding-lead, 1 boat-hook, 12 sail-needles, 18 yards mending-cloth, 1 penknife, 1 jackknife, 10 pounds chalk, 1 bung-borer, 3 chisels, 1 handsaw, 1 large hammer, 1 pump-hammer.

The ship *Beaver*, of Nantucket, which sailed for a Pacific sperm whaling voyage in 1791, cost, with her outfit, \$10,212. She was a ship of 240 tons, carried 17 men, and required in outfitting, among other articles, 400 iron-hooped casks (this was before iron came into general use for this purpose, and the remainder of her casks, to the capacity of 1,400 barrels, were wooden-hooped), 40 barrels of salt provisions, 3½ tons bread, 30 bushels beans and peas, 1,000 pounds of rice, 40 gallons molasses, 24 barrels of flour. All the additional provisions used were 200 pounds of bread. She made a seventeen-months' voyage.—(Macy.)

The whaling-fleet in 1831 consisted of about 290 ships and barks, (170 sperm and 120 right whalers.) This fleet required in outfitting, among other things, 36,000 barrels of flour, 30,000 barrels of beef and pork, 18,000 bolts of duck, 3,000 tons of hoop-iron, 6,000,000 staves, 2,000 tons cordage, besides large quantities of iron, (for harpoons, lances, spades, blubber-hooks, and camboose-grates,) molasses, rice, beans, peas, corn, tea, coffee, sugar, &c. The annual consumption of copper amounted to 700,000 pounds.

It has been said, and probably with a very great degree of truth, that the "whaling-fleet made Honolulu," and when one considers for how many years large fleets of whalers (formerly English, French, and American, but latterly exclusively from the latter country,) rendezvoused there, the known prodigality of the sailor, and the increasingly heavy bills for refitting, of all of which Honolulu reaped the benefit, it is easy to believe the statement. Several merchants removed thence also from the United States and purchased and fitted whaling-vessels from that port, the first whaler belonging to Honolulu being fitted in 1832 by Henry A. Pierce, of New Bedford.

The principal articles used in fitting out the whaling-fleet sailing from New Bedford alone in 1858, 65 ships, amounted in gross to \$1,950,000, and included 13,650 barrels flour, 260 of meal, 10,400 of beef, 7,150 of pork, 19,500 bushels of salt, 97,500 gallons molasses, 39,000 pounds rice, 1,300 bushels beans, 39,000 pounds dried apples, 78,000 of sugar, 78,000 of butter, 19,500 of cheese, 16,300 of ham, 32,500 of cod-fish, 18,000 of coffee, 14,300 of tea, 13,300 of raisins, 1,950 bushels corn, 2,600 of potatoes, 1,300 of onions, 400 barrels vinegar, 2,000 pounds sperm-candles, 32,500 barrels fresh water, 1,200 cords oak wood, 260 of pine, 1,000,000 staves, 260,000 feet heading, 1,000 tons iron hoops, 33,000 pounds rivets, 520,000 pounds sheathing-copper and yellow-metal, 15,000 of sheath-nails, 52,000 of coppering nails, 400 barrels tar, 739,000 pounds cordage, 450 whale-boats, 32,500 feet boat-boards, 65,000 feet pine boards, 36,000 feet oars, 8,500 iron poles, 22,500 pounds flags, 23,000 bricks, 200 casks lime, 205,000 yards canvas, 13,000 pounds cotton-twine, 234,000 yards assorted cotton-cloth, 130,000 pounds tobacco, 39,000 gallons white lead, 5,200 pounds linseed-oil, 400 gallons turpentine, 13,000 pounds paints, 2,600 gallons new rum, 1,000 gallons other liquors, 120 casks powder, besides clothing, &c. The advance-wages alone amounted to \$130,000.

mous as to call forth loud and frequent complaints;* and in later years the only available western fishery was in the North Pacific and Arctic Oceans, where disasters were the rule and immunity from them the exception, thereby incurring, when the vessels were not lost, heavy bills for repairs, besides the ordinary ones of refitting.

Again, during the later days of whaling, more particularly immediately after the discovery of the gold mines in California, desertions from the ships were numerous and often causeless, generally in such numbers as to seriously cripple the efficiency of the ship. In this way large numbers of voyages were broken up and hundreds of thousands of dollars were sunk by the owners. During a portion of the time many ships were fired by their refractory and mutinous crews, some of them completely destroyed, others damaged in amounts varying from a few hundred to several thousand dollars. Crews would apparently ship simply as a cheap manner of reaching the gold mines, and a ship's company often embraced among its number desperadoes from various nations, fit for any rascality which might best serve them to attain their end. They took no interest in the voyage, nor cared aught for the profit or loss that might accrue to the owners. In order to recruit, it became necessary, particularly during the ten years next succeeding the opening of the gold mines, to offer heavy advance-wages, and too often these were paid to a set of bounty-jumpers, as such men were termed in the Army during the late war, who only waited the time when the ship made another port to clandestinely dissolve connection with her and hold themselves in readiness for the next ship. Unquestionably there were times when men were forced to desert to save their lives from the impositions and severity of brutal captains, but such cases were undoubtedly very rare. Formerly the crews were composed almost wholly of Americans, but latterly they were largely made up of Portuguese shipped at the Azores, a mongrel set shipped anywhere along the western coast of South America, and Kanakas shipped at the Pacific islands. There were times, when the California fever was at its highest, that the desertions did not stop with the men, but officers and even captains seem to vie with the crew in defrauding the men from whose hands they had received the property to hold in charge and increase in value.

Another source of loss was, strangely enough, to be found in the

* The increased cost of refitting has for years been a source of serious concern to ship-owners. A meeting of agents was held in New Bedford, in February, 1860, to take some action in regard to this evil. Among the things complained of, besides the enormous charges, were the extortions of consuls, the decisions of the courts of admiralty, the inducements offered to sailors to desert, &c. The *New London Star*, in 1859, said that in order to make whaling profitable business must be done where the vessel is owned, not one-fourth in New London and three-fourths in Honolulu; however poorly a ship did in the aggregate, Honolulu fared just as well. "All the business must be done in the home port to make it profitable, and the sooner whaling-merchants withdraw their ships from the Sandwich Islands the better it will be for all concerned. A deluge of oil that is thrown into the eastern market by holding it at the islands at 1,500 sh. the freighter wants a cargo, and then sending it home, operates with great loss to the holders of oil at the home ports."

course of the consular agents sent out by our Government to protect the interests of our whalers. Many and bitter were the complaints at the extortionate charges and percentages demanded by many of these men.*

As another important source of the decline in this business must be regarded the scarcity and shyness of whales. Prior to the year 1830, a ship with a capacity for 2,000 barrels would cruise in the Pacific Ocean and return in two years with a cargo of sperm-oil. The same ship might go to Delago or Woolwich Bay and fill with whale-oil in about fifteen months, or to the coast of Brazil and return in nine months full of the oil peculiar to the whales of those seas; but, as has been previously remarked, this has all changed, and the length of the voyage has become entirely disproportioned to the quantity of oil returned.

Briefly, then, this is the case. Whaling as a business has declined; 1st, from the scarcity and shyness of whales, requiring longer and more expensive voyages; 2d, extravagance in fitting out and in refitting; 3d, the character of the men engaged; 4th, the introduction of coal-oils.

Of late years sperm whaling in the Atlantic Ocean has been revived with some success, but the persistency with which any field is followed up, makes its yield at least but temporary. It may perhaps be a question worthy of serious consideration whether it is policy for the United States Government to introduce the use of coal-oils into its light-house and similar departments, to replace the sperm-oil now furnished from our whaling ports, and thus still further hasten the ultimate abandonment of a pursuit upon the resources of which it draws so heavily in the day of its trouble,† or whether this market—the only aid asked from the Government—may still continue at the expense of a few dollars more per year.

* In many cases justice (?) seems to have been meted more in accordance with the requirements of the income of our representatives than with those of abstract right, and it has happened that the case of an arbitrary, cruel captain against some unfortunately weak and impecunious sailor has been decided on the time-honored (among barbarians) maxims that "might makes right," and "the king can do no wrong."

† The London Mercantile Gazette, of October 22, 1852, said: "The number of American ships engaged in the Southern whale-fishery alone would of themselves be nearly sufficient to man any ordinary fleet of ships-of-war which that country might require to send to sea." Instances are not wanting, indeed, where whalers have undertaken yeoman's service for their country. Thus, in November, 1846, Captain Simmons, of the *Magnolia*, and Capt. John S. Barker, of the *Edward*, both of New Bedford, hearing that the garrison at San José, Lower California, was in imminent danger, landed their crews and marched to its relief. Nor were their good services toward foreign governments in peace less honorable to the country than in war, for when the government buildings at Honolulu were burning some years ago, and entire and disastrous destruction threatened, American whalers rushed to the rescue and quenched the flames already beyond the control of the natives. During the rebellion, of 5,956 naval officers, Massachusetts furnished 1,226, Maine 449, Connecticut 264, New Hampshire 175, Rhode Island 102, and Vermont 81.

F.—THE DANGERS OF THE WHALE-FISHERY.

Notwithstanding the many perils encountered in this pursuit, perils arising from the necessary exploration of new fields to replenish the supply which constantly fails in the old, perils arising from the nature of the cruising-grounds themselves which include the stormiest, most labyrinthine, and most treacherous of seas, and those most subject to typhoons, perils arising too from the very nature of their calling to the men themselves, the casualties are no more at least than fall to the lot of those who follow the sea in other pursuits. Shipwrecks there are, dreary boat-voyages for hundreds of miles, with the terrible accompaniments of death from hunger and thirst, and men fall victims to the strength and ferocity of the gigantic object of their pursuit. Ships sail from port and are never heard of more, or if heard of, it is the casual report of some passing vessel, ships to which the beautiful language of Irving is most appropriate, that have too truly "gone down amidst the roar of the tempest; their bones lie whitening among the caverns of the deep. Silence, oblivion, like the waves, have closed over them and no one can tell the story of their end." But with a greater risk there seems to be no greater mortality than may be found in the lists of the merchant service.

No nobler class of men, no more skillful navigators, ever trod any deck than those who have shipped upon our whalemén. Those in command are brave and daring without recklessness, quick to act in an emergency, but prudently guarding the lives of their men and the safety of their ship; self-reliant but self-possessed.* Every ship is fully manned, and discipline is intended to be fully enforced; hence when immediate action is required by the exigencies of the storm or other threatening circumstances, there is no lack of ready hands to execute any order which may issue from those in authority.†

It is appropriate, however, in a work of this nature, to notice some of the many incidents and accidents which have occurred, and of which an account has been transmitted.

Classifying these somewhat chronologically, one of the earliest re-

* "The highest testimony to the seamanship of our whalemén is that the rate of insurance on the American is just one-half of that on the British vessels engaged in the service."—(Nimrod of the Sea, p. 56.)

† Says the New York Journal of Commerce, in August, 1857: "There lives in affluence at Nantucket, in the eightieth year of his age, and in full possession of a sound intellect, and the enjoyment of all the respect and affection which a well-spent life commands, a retired whaling captain, the keel of whose ship never touched the bottom—who was never at sea a day without going aloft except in a gale of wind—who never lost a man by abandonment or otherwise, or had one off duty more than a week by sickness—who never lost but one spar, though distinguished for many short passages—who never returned from a voyage without a full cargo of sperm-oil. He had sixteen apprentices, mostly uneducated boys from the lower walks of life, whom he instructed and trained to his own calling, and every one of these he has lived to see in respectable standing, and several of them holding high rank as shipmasters."

corded accidents (not previously mentioned in this work) was the one which befel the ship *Union*, of Nantucket, Capt. Edmund Gardner, master, which sailed from Nantucket on the 19th of September, 1807, for Brazil Banks. When twelve days out, running along at the rate of about seven miles an hour, she struck on a sperm whale with sufficient force to break two timbers on the starboard bow.* The pumps were immediately manned, but the water came in through the break so rapidly that it became evident that the certain destruction of the ship was only being briefly postponed, and preparations were made by Captain Gardner, who was a young man and this his first voyage as commander, to leave her. The boats were lowered, and provisions, water, fireworks, books, and nautical instruments, whatever, in fact, they could safely carry, and which would be of use, were stowed away in them. By midnight—only two brief hours after the accident—the water was up between decks, and an immediate departure was inevitable. This was accomplished, though with much difficulty and danger, as a heavy swell was running. The crew, sixteen in number, left the ship in three boats, but the increased risk of separation led them to divide themselves between two boats and abandon the third. The course of the prevailing wind, which was northwest, and the lateness of the season, made it imperative upon them to steer, not for Newfoundland, which was perhaps the nearest, but for one of the Azores, which was the most easily accessible land.

On the morning of the 2d of October the men rigged sails for the boats, and thus not only progressed with greater speed, but relieved themselves of the fatigue of rowing. During the nights of the 2d and 3d the wind blew a gale, and during a portion of the time they were compelled to lash the boats together and let them drift. By the 4th of October they were obliged to allowance themselves to three quarts of water and sixteen cakes for the whole company for twenty-four hours.

* Quite a number of similar instances are upon record. Marco Paulo mentions, as long ago as 1298, that many of the Chinese junks have as many as thirteen compartments in the hold "to guard against accidents which may cause the vessel to leak, such as striking a rock, or being attacked by a whale. This last circumstance is not unusual; for during the night the motion of the ship through the waves raises a foam that invites the hungry animal, which, hoping to find food, rushes violently against the hull, and often forces out a part of the bottom." Sir William Monson also says the same kind of accident happened to the ship in which he was taken prisoner off the *Burlings* in 1791, a week before his capture, "the ship giving stem to a whale that lay asleep on her back above the water. The accident was so strange and rare that it amazed the company, who gave a sudden shriek, thinking the ship had foundered upon a rock; but looking overboard they beheld the sea all bloody, which comforted them, conceiving it to be, as they found it was, a stem upon a whale." He also mentions the foundering of a ship from the same cause. Winthrop (ii, p. 7) says, "One of the ships, which came this summer (1640), struck upon a whale with a full gale, which put the ship a stays; the whale struck the ship on her bow, with her tail a little above water, & brake the planks and six timbers and a beam, and staved two hogheads of vinegar." In March, 1796, the ship *Harmony*, of Rochester, Capt. George Blankenship, ran upon a whale off the coast of Brazil, and was stove and sunk. The crew were saved, but

When at length they landed, on the morning of October 9, on the island of Flores, their stock of water was already exhausted. They had been at sea seven days and eight nights, and in that time had rowed and sailed nearly 600 miles.*

The accidents resulting from belligerent whales are numerous and well authenticated. At times it has happened that in their rage they have attacked even ships, apparently treating the boats as beneath their notice. Two of the most remarkable instances of this kind are the attacking and sinking of the ships *Essex*, of Nantucket, and *Ann Alexander*, of New Bedford.

The former ship, under the command of Capt. George Pollard, jr., sailed from Nantucket on the 12th of August, 1819, for the Pacific Ocean. Nothing out of the ordinary course of events occurred until the 20th of November, 1819. On the morning of that day, the ship being in latitude $0^{\circ} 40'$ south, longitude 119° west, whales were discovered, and all three boats were lowered in pursuit, the ship being brought to the wind and lying with her maintop-sail hove aback waiting the issue of the contest. The mate's boat soon struck a whale, but a blow of his tail opening a bad hole in the boat, they were obliged to cut from him, and devote their entire attention to keeping afloat. By stuffing jackets into the hole, and keeping one man constantly bailing, they were enabled to check the flow of the water and reach the ship in safety. In the mean time the captain's and second mate's boats had fastened to another whale, and the mate, heading the ship for them, set about overhauling his boat preparatory to lowering again. While doing this he

the vessel and cargo were lost. In March, 1855, the British schooner *Waterloo* was attacked and sunk by a whale in the North Sea. In 1859 the ship *Herald of the Morning* arrived at Hampton Roads leaking badly, having been struck by a large sperm-whale off Cape Horn. She was found to have started seven feet of her stem as far as the wood ends, and to have carried away both bobstays. The whale spouted a large quantity of blood. In 1865 the British schooner *Forest Oak*, on her passage from Boston to Yarmouth, N. S., struck a whale with such force as to nearly knock her foremast out. She was going at the time at the rate of seven knots an hour. In 1873 the three-masted schooner *Watauga*, of Washington, N. C., was wrecked on a reef off one of the West Indies. She was originally a side-wheel steamer, and was of 200 tons register. "While running along with a fine six or seven knot breeze, a sudden and heavy shock and jar was felt, and all supposed that the vessel had scudded into a sea with violence. The next moment a pair of whales were seen close alongside to leeward. One of them seemed frisky enough, and made off rapidly, but the other seemed loggy, moved with apparent difficulty, and presently disclosed a huge gash in his side, from which the blood was issuing and coloring the sea about him. The *Watauga* passed on, and soon lost sight of the whale, when it was discovered that the false stem was torn off, her main stem split, and the wood ends started. The bobstay had, of course, parted, and the bowsprit was adrift. * * * She was with difficulty kept free until she had made Point Peter, where temporary repairs were made to enable her to reach home. Upon her arrival at Washington she was repaired, and the damage found to exceed \$700."—(Preble's Notes on Whales and Whaling.) In 1860 the steamer *Eastern City*, en route for St. John, ran into a humpback whale 60 feet long, displacing her outwater.

* Macy, pp. 237 to 242.

observed a large sperm-whale* break water about twenty rods from the ship. After lying there a few moments he disappeared, but immediately came up again about a ship's length off, and made directly for the vessel, going at a velocity of about three miles an hour, and the Essex advancing at about the same rate of speed. Scarcely had the mate ordered the boy at the helm to put it hard up, when the whale with a greatly accelerated speed struck the ship with his head just forward of the fore-chains. "The ship," says the mate, from whose account this is condensed, "brought up as suddenly and violently as if she had struck a rock, and trembled for a few seconds like a leaf." The whale passed under the vessel, scraping her keel as he went, came up on the leeward side of her, and lay on the surface of the water, apparently stunned, for about a moment; he then started suddenly off to leeward. Mr. Chase immediately had the pumps rigged and set going. At this time the vessel was beginning to settle at the head, and the whale, about 100 yards off, was thrashing the water violently with his tail, and opening and closing his jaws with great fury. Signals had been set for the return of the other boats, for the ship had already settled quite rapidly, and Mr. Chase had given her up as lost. "I, however," writes he, "ordered the pumps to be kept constantly going, and endeavored to collect my thoughts for the occasion. I turned to the boats, two of which we then had with the ship, with an intention of clearing them away, and getting all things ready to embark in them, if there should be no other resource left; and while my attention was thus engaged for a moment, I was aroused with the cry of a man at the hatchway, 'Here he is—he is making for us again.' I turned around and saw him about 100 rods directly ahead of us, coming down apparently with twice his ordinary speed, and to me at that moment it appeared with tenfold fury and vengeance in his aspect." A line of foam about a rod in width, made with his tail, which he continually thrashed from side to side, marked his oncoming. Mr. Chase hoped, by putting the helm hard up, the vessel might cross the line of the whale's approach, and the second shock be avoided, and instantly gave orders to that effect; but scarcely had the course of the ship, already somewhat waterlogged probably, been changed a single point, when the head of the whale crashed into her bows, staving them completely in directly under the cat-head. The speed of the whale at this time was about six miles an hour, the Essex moving at about one-half of that rate. After the second assault the whale passed under the ship as before, and out of sight to the leeward.

Whatever was to be done now, must be done with the utmost dispatch. They were in mid ocean, more than a thousand miles from the nearest land, their ship rapidly settling beneath them, and nothing to save them but frail open boats, each of which must of necessity be heavily loaded. The lashings of the spare boat were cut, and she was

* In the account given by the mate, Mr. Owen Chase, the length of this whale is estimated at about 85 feet, (p. 26.)

carried from the quarter-deck to the waist ; two quadrants, two practical navigators, and the captain's and mate's trunks had been hurriedly secured from below by the steward ; and the mate had saved the two binnacle compasses. Then, as the ship fell over on her beam-ends, the boat, into which these articles had been placed, was launched. Not more than ten minutes had elapsed since the whale had first attacked the ship, and now she lay full of water, her deck scarcely above the surface of the waves, and her crew abroad on the ocean. As the captain and second mate came up in their boats, their amazement and horror on seeing the condition of their late home cannot be described. By order of Captain Pollard the masts were cut away and the decks were scuttled, and about 600 pounds of bread, some 200 gallons of water, a musket, a small canister of powder, two files, two rasps, two pounds of boat nails, and some turtle were secured. Each boat was fitted with two masts, and a flying-jib and two sprit-sails constructed for each out of the lighter canvas of the ship. The boats were also strengthened and built up about 6 inches above the gunwales as an additional measure for safety. These preparations occupied the larger portion of three days. The ship was now rapidly breaking up, and the captain called a council of the officers to determine what should be done. By an observation taken at noon on the 22d of November they found they were in latitude $0^{\circ} 13'$ north, longitude 120° west. The nearest land was the Marquesas Islands, next to them the Society Islands, but at this time the Pacific was but little explored, and these islands were presumably inhabited by savages than whom the very elements were more kind and hospitable. The final conclusion then was to make for the coast of Chili or Peru. The men were accordingly apportioned among the boats; the mate's boat being the weakest, having been stove several times and being old and patched, was assigned six, while the other two carried seven each. The record of the passage is full of melancholy interest, but too long for insertion here. It tells at length how, in spite of the utmost care, a portion of their miserable pittance of bread was damaged by the breaking of heavy seas into their boats; how their boats were damaged and leaking by the repeated blows of the water; how in the night of November the 28th Captain Pollard's boat was attacked by some kind of a fish and nearly wrecked; how thirst, consuming, raving thirst began its terrible assault; how on the 20th of December they landed on Ducie's Island;* how, unable to find subsistence there, they again set sail, after leaving three of their number, by their own desire, on the island, and commenced, on the 27th of December, to make the perilous voyage toward the island of Juan Fernandez, distant 2,500 miles. The sad recital tells us that on the 10th of January the second mate, Matthew P. Joy, died and was buried at sea, if indeed the simple launching of his body into the deep by his feeble, saddened companions could be called a burial; that on the night of the 12th of January the

* Latitude $24^{\circ} 40'$ south, longitude $124^{\circ} 40'$ west.

boats became separated ; that one and then another of the mate's crew became enfeebled and died ; that the body of the second unfortunate was dismembered, the flesh cut from his bones, and served out like that of an animal to his starving, raving comrades ; that when the darkness of despair had settled upon their clouded, tottering minds the welcome cry of "A sail" was given, and the poor wrecks of humanity still surviving in the mate's boat were picked up, on the 17th of February, by the English brig *Indian*, Capt. William Crozier, and treated with a brotherly tenderness and humanity.

The captain's and late second mate's boats kept together until the night of the 29th of January, 1820 ; during the interval between the separation from the mate and this time four men had died out of the two boats, and their bodies furnished their comrades with their only food. The captain's crew became at last reduced to the alternative of drawing lots to see which should be killed to furnish sustenance to the survivors. On the 23d of February, three months from the time when they left their shattered ship, Captain Pollard and Charles Ramsdale, the sole survivors of the boat's crew, were picked up by the ship *Daughin*, of Nantucket, Capt. Zimri Coffin. The third boat was never heard from. The three men left on Ducie's Island were afterward rescued. The number surviving in the mate's boat was three.*

The fate of the *Ann Alexander*, Capt. John S. Deblois, which belonged to and sailed from New Bedford June 1, 1850, was not less sudden than that of the *Essex*, and had her crew been as far from helping hands as was that of the latter ship, not even so favorable a record as the melancholy one of Captain Pollard and his men would have been left of them, and the *Ann Alexander* would have been set down as one of those missing ships the fate of which will be forever unknown.

On the 20th of August Captain Deblois, having reached that whaling locality known as the "Off-shore Ground,"† discovered whales at about 9 o'clock in the morning. The boats were immediately lowered, and by noon the mate's boat was fast to one. The whale ran a short distance, and then turning rushed at the boat, seized it in his jaws, and in an instant had smashed it to fragments no larger than a common chair. Captain Deblois immediately hastened to the rescue, and took the mate's crew into his boat, which, this being done, contained eighteen men. In the mean time, the disaster having been observed from the ship, the waist-boat was dispatched to assist. When she arrived the crews were divided, the mate taking command of the waist and the captain continuing with his own (or the starboard) boat, and the attack was recom-

*Captain Pollard never cared to allude to the terrible privations and sufferings undergone on this occasion, and would always avoid reference to it if possible. His next voyage was as captain of the ship *Two Brothers*, which was lost on a coral reef in the Pacific while under his command. For many years Captain Pollard was on the night police in Nantucket, having abandoned the sea. He was employed as a deck hand on board Fulton's first steamboat on the Hudson, on some of its earliest trips.

†Latitude 5° 50' south, longitude 102° west.

menced, the mate's boat being in the advance. No sooner had the whale perceived this demonstration than he again turned upon the mate, and before anything could be done to avoid the assault the second boat had shared the fate of the first. Again Captain Deblois picked up the swimming crew, and ordered his men to pull for the ship. The situation had become exceedingly critical, for the whale still maintained his hostile demonstrations toward the now greatly overloaded boat. They had proceeded but little distance on their return when he was discovered, with jaws widely open, in hot pursuit. Situated as they were, six or seven miles from their ship, with an enraged whale in pursuit, and no rescuing boat at hand, destruction seemed inevitable, but, to their surprise and joy, the monster passed without harming them, and they soon regained their vessel. Again on board, a spare boat was sent to pick up the oars of the demolished ones, and on her return the attack was renewed upon the cetacean from the ship. As she passed him a lance was thrown into his head. This but served to still more infuriate him, and he again resumed the offensive, making for the ship. As he came near, the vessel was hauled on the wind, and the whale allowed to go past, after which Captain Deblois again advanced his ship to the attack, but when within about fifty rods of the whale it was discovered that he had settled some distance below the surface of the water. It being about sundown, the attack, so far as the sailors were concerned, was given up. Not so, however, with the whale.

Captain Deblois had been standing on the knight-heads, iron in hand, ready to strike when the ship had got near enough, the vessel moving through the water at the rate of five knots per hour. Before time enough had elapsed for him to change his position he discovered the monster rushing toward the ship at a speed of fifteen knots, and in an instant he struck her a terrible blow about two feet from the keel and just abreast of the foremast, shaking her with as much violence as though she had struck a rock, and breaking a large hole through her bottom, through which the water poured in a rushing stream. As soon as the extent of the damage was discovered by Captain Deblois, he ordered the anchors cut away and the cables got overboard, that the ship might be lightened as much as possible. One anchor and cable was cleared, but the other chain, being made fast around the foremast, was not cast off. He also hastily secured his chronometer, sextant, and charts, though the water had invaded the cabin to a depth of three feet. The boats were cleared away, and such articles of necessity as it was possible to get were put into them. The captain made another, but ineffectual, attempt to get into the cabin, and then ordered the boats to shove off, he being the last man to leave the ship, which was already on her beam-ends, with her topgallant yards under water, and being obliged to throw himself into the water and swim to the nearest boat.

When clear of the vessel, and beyond the influence that her sudden sinking would have on the surrounding water, an examination was made

of their stores, which were found to consist of but three gallons of water, not a mouthful of provisions of any kind having been saved! Their boats each contained eleven men, and such was the condition of them that it required unremitting bailing to keep them afloat.

The next morning at daylight, the vessel being still above water, the captain, who alone dared venture on board, succeeded in cutting away her masts with a hatchet. This being done, she righted. The crew then went on board, and, with the aid of their whale-spades, cut away the cable which still hung around the foremast, and when that went overboard the ship sat nearly upright. Holes were now cut in the decks, in the hope of saving some provisions, but all that could be got was five gallons of vinegar and twenty pounds of bread.

It must have been with indescribably heavy hearts that these wrecked mariners set off from the so lately gallant ship that had been for many months their home, and to which they must have become attached, as every true sailor does to his vessel. On the wide waste of waters, in boats which, at their best, are but frail shells, but which now were in poor condition, and leaking, with but twelve quarts of water, and *not one full day's stock of food*, their situation was, indeed, appalling. The terrible alternative was forced upon them, that unless a speedy rescue could be effected, the time was near at hand when the life of one or more of their number must be sacrificed that the others might survive. With what horror must they have recalled the terrible tale of the loss of the Essex, and remembered how, one by one, her crew wasted away and died, or how, when the fearful lottery of death was drawn, a miserable wreck of a man, a merely animate mass of skin and bones, yielded up his life to prolong that of his comrades!

Happily their story was to be no further the counterpart of that of Captain Pollard and his men. Steering northerly, hoping to reach a rainy latitude, and thereby prolong with water that life which they had no food to sustain, on the 22d of August they sighted a sail, signalled it, and to their indescribable joy were seen, and soon they trod the deck of the ship Nantucket, of Nantucket, Capt. Richard C. Gibbs.*

* The Honolulu Friend, dated May 6, 1854, reports that about five months after this disaster, this pugnacious whale was taken by the Rebecca Simms, of New Bedford. Two of the Ann Alexander's harpoons were found in him, and his head had sustained serious injuries, pieces of the ship's timbers being embedded in it. Disease had robbed him of his propensity to resist attack or of any further "carrying of the war into Africa." He yielded to his captors from 70 to 80 barrels of oil. Among other cases of the attack by whales upon a ship may be mentioned one where the Pocahontas of Holmes's Hole was assailed. Two boats had been lowered, and one had fastened to a whale. In attempting to lance the whale, he turned upon the boat and crushed it to atoms. The other boat picked up the crew and returned to the vessel, which was run down toward the victor in the previous contest. When within two boat's length, the whale turned upon the ship, striking her bow with such violence as to start one or two planks and break one or two timbers on the starboard side. The Pocahontas was obliged to put into Rio Janeiro, leaking 250 strokes per hour. The merchant-ship Cuban, of and for Greenock, from Demerara, in 1857 was attacked by a whale, which struck her with such force as to completely stop

How many instances of the destruction of ships by whales the catalogue of "missing" vessels may furnish can never be known, but it may be safely presumed that some of those ships from which widows, fatherless children, and sorrowing relatives have sought for some tidings or some memento in vain, would help to swell the list. A few brief days, and had not the crew of the *Ann Alexander* so providentially met a rescuer, their doom must have been sealed, and their vessel would have appeared on the marine lists simply as a "missing" ship. The landsman would glance casually at the expression, and think no more of it. The mariner and the relatives and friends of those who followed the sea would read the word with a shudder as they thought of the probable sufferings, privations, and possibly horrible, lingering death the unfortunate crew might have encountered. Those to whom the word meant far more than an empty sound would think—"What sighs have been wafted after that ship! What prayers have been offered up at the deserted fireside of home! How often has the mistress, the wife, the mother pored over the daily news, to catch some casual intelligence of this rover of the deep! How has expectation darkened into anxiety,—anxiety into dread,—and dread into despair! Alas, not one memento remains for love to cherish. All that shall ever be known is, that she sailed from her port and was never heard of more."

But the pugnacity of the whale is rarely directed against the ships themselves, so rarely that when the account of the loss of the *Essex* reached England, some of the prominent British journals scouted the tale as preposterous. Scarcely a whaleman, however, but can tell some story of the attacking of boats by these monsters, and the attacks and parryings require on the part of those having charge of the boats the utmost nerve, adroitness and precision. A few instances of this kind it may be well to briefly mention.

In October, 1832, the ship *Hector*, of New Bedford, Capt. John O. Morse, then ninety days from port, "raised" a whale, and lowered for him. But while the crews were proposing offensive operations, the whale himself took the initiative, and just as the harpoon struck him he struck the mate's boat, staving it badly. By drawing sails under her and bailing, the boat was kept afloat, and the attack resumed. In the mean time Captain Morse came to his assistance, and the mate warned him of the character of his antagonist, but Captain Morse told him he had a long lance and he wanted to try it. Accordingly the Captain advanced to the whale, which immediately turned, and, taking the Cap-

her headway. As she was a ship of 500 tons, deeply laden, and running at the rate of nearly ten knots an hour, some idea can be gained of the tremendous momentum of her assailant.—(Ricketson's *Hist. of New Bedford*, p. 101.) The *London Punch* of December 6, 1851, contained a humorous description of the attack on the *Ann Alexander*. A similar, though not so disastrous an experience befel the *Pocahontas*, of Holmes's Hole, in 1850. She was attacked by a large bull sperm whale, and put into Rio Janeiro for repairs, leaking 250 strokes per hour.

tain's boat in his mouth,* held it on end and shook it in pieces in a moment. Not satisfied with this he chewed up the boat-kegs and whatever appurtenances to, or pieces of the boat came in his way. The mate now offered to pick a crew and boat, and renew the fight, to which suggestion the captain assented, and with the best and most experienced men of the crew, Mr. Norton again essayed to capture the wrecker of boats. As the mate's boat again approached, the whale again assumed the offensive, and the order was given to "stern all" for their lives. For half a mile or more the chase was continued, the crew striving, as only men in a desperate situation can strive, to keep clear of the enraged whale, which followed them so closely as several times to bring his jaws together within 6 or 8 inches of the head of the boat. By watching his chance, as the monster became exhausted and turned to spout, Mr. Norton succeeded in burying his lance in the whale's vitals, killing him almost instantly.

On cutting him in, two irons were found belonging to the ship Barclay, and it was afterward ascertained that about three months before the first mate of the Barclay had lost his life in an encounter with him. He made ninety barrels of oil. Mr. (afterward captain) Norton mentioned this as the first instance within his knowledge where a whale attacked a boat before being struck.

In 1850, Captain Cook, of the bark Parker Cook, of Provincetown, lowered two boats for a bull sperm whale. The nearest boat met him

* In attacking a boat the sperm whale will sometimes turn upon his back, resuming his natural position to breathe.

In 1859, Captain Pierce, of the Emerald of New Bedford, wrote home that he had had an encounter with a "digger" whale, and after nine hours of hard fighting, had killed and sunk him. They had had three boats stoven, lost five irons and seven bombs, and broken several oars in the melee, and in trying to haul the whale up, both lines had parted, and he had again gone down in forty fathoms of water.

Captain Davis thus describes the whale-boat and its fittings. (See Nimrod of the Sea, p. 157): "It is the fruit of a century's experience, and the sharpened sense and ingenuity of an inventive people, urged by the peril of the chase and the value of the prize. For lightness and form; for carrying capacity as compared with its weight and sea-going qualities; for speed and facility of movement at the word of command; for the placing of the men at the best advantage in the exercise of their power; by the nicest adaptation of the varying length of the oar, to its position in the boat; and lastly, for a simplicity of construction, which renders repairs practicable on board the ship, the whale-boat is simply as perfect as the combined skill of the million men who have risked life and limb in service could make it. This paragon of a boat is 28 feet long, sharp, and clean cut as a dolphin, bow and stern swelling amidships to 6 feet, with a bottom round and buoyant. The gunwale amidships, 22 inches above the keel, rises with an accelerated curve to 37 inches at each end, and this rise of bow and stern, with the clipper-like upper form, gives it a duck-like capacity to top the oncoming waves, so that it will dryly ride where ordinary boats would fill. The gunwales and keel, of the best timber, are her heaviest parts, and gives stiffness to the whole; the timbers, sprung to shape, are a half-inch or three-quarters in depth, and the planking is half-inch white cedar. Her thwarts are inch pine, supported by knees of greater strength than the other timbers. The bow-oar thwart is pierced by a 3-inch hole for the mast, and is double-kneed. Through the cuddy-board projects a silk-hat-shaped

head on, and, when abreast of the hump, the boat-steerer put two irons into him. Before the boat could be brought head on, the whale broached half out of water and capsized her, the line fouling the boat-steerer's leg, almost severing it from the body. With great presence of mind he cut the line, and the other boat picked up the upset crew, and returned to the bark. But the whale was not satisfied with his victory over the boat. Like his fellow-destroyers of the Essex and Ann Alexander, he aimed at a larger prey. Making for the bark, he struck her a tremendous blow, prostrating the men on deck and burying the cutwater and stern up to the planking in his head. A second time he struck the vessel, but with much less force. In the mean time Captain Cook got his bomb-lance ready and lowered another boat. Three times, within eight yards of him, the captain fired the lance into his body, and eventually made him spout blood, though with every piercing of the lance he rushed open-mouthed at the boat, requiring the utmost skill and coolness to avoid him. One hundred and three barrels of oil was

loggerhead, for subbing and managing the running line; the stem of the boat is deeply grooved on top, the bottom of the groove being bushed with a block of lead, or sometimes a bronze roller, and over this the line passes from the boat. Four feet of the length of the bow is covered in by a depressed box, in which the spear-line, attached to harpoons, lies in carefully adjusted coils. Immediately back of the box is a thick pine plank, in which the "clumsy cleat," or knee-brace, is cut. The gunwale is pierced at proper distances for thole-pins, of wood, and all sound of the working oars is muffled by well-thrummed mats, kept carefully greased, so that we can steal on our prey silent as the cavalry of the poor badgered Lear. The planking is carefully smoothed with sand-paper, and painted. Here we have a boat which two men may lift, and which will make ten miles an hour in dead chase by the oars alone.

"The equipment of the boat consists of a line-tub, in which are coiled 300 fathoms of hemp line, with every possible precaution against kinking in the outrun; a mast and sprit-sail; five oars; the harpoon and after-oar, 14 feet; the tub and bow-oar, 16 feet; and the midship, 18 feet long; so placed that the two shortest and one longest pull against the two 16 feet oars, which arrangement preserves the balance in the encounter, when the boat is worked by four oars, the harpoon-oar being apeak. The boat is steered by an oar 22 feet long, which works through a grummet on the stern-post. The gear of the boat consists of two live harpoons, or those in use, and two or three spare irons, *i. e.*, harpoons secured to the side of the boat above the thwarts, and two or three lances, secured by cords in like position, the sharp heads of all these being guarded by well-fitted, soft wood sheaths. The harpoon is a barbed, triangular iron, very sharp on the edges, or it is a long, narrow piece of iron, sharpened only on one end, and affixed on the shank by a rivet, so placed that before use the cutting edge is on a line with the shank, but after penetrating the whale, and on being drawn back, the movable piece drops at right angles to the shank, and forms a square *toggle* about six inches across the narrow wound caused by its entrance. The porpoise iron is preferred among the Arctic whalers, as, owing to the softness of their blubber, the fluked iron is apt to cut its way out. The upper end of a shank, 30 inches long, terminates in a socket, into which a heavy oak or hickory sapling pole 6 feet long is introduced. A short piece of whale-line with an eye-splice at one end is then wrapped twice around the shank below the socket and close spliced. This line is stretched with great strain, and secured to the pole with a slight seizing of rope-yarn, intended to pay away and loose the pole in a long fight. The tub-line is secured to the eye of the short line, after the boat is lowered. The lance is simply an oval-headed instrument, with a cutting edge, a shank 5 or 6 feet long, and a handle as long,

the reward of the captors, who were obliged to put into Fayal for medical advice for the boat-steerer, and to repair their damaged vessel.*

Captain Davis, in his "Nimrod of the Sea,"† mentions two instances of fighting whales. The first was encountered by Captain Huntting, off the river De la Plata, and was, as is usually the case with these aquatic warriors, a bull sperm. "When the monster was struck," says Captain Davis, "he did not attempt to escape, but turned at once on the boat with his jaw, cut her in two, and continued thrashing the wreck until it was completely broken up. One of the loose boats picked up the swimmers and took them to the ship; the other two boats went on, and each planted two irons in the irate animal. This aroused him, and he turned his full fury on them, crushing in their bottoms with the jaw, and not leaving them while a promising mouthful held together. Twelve demoralized men were in the water, anxious observers of his majestic anger. Two men who could not swim had, in their terror, climbed on his back, and seated themselves astride forward of the hump, as perhaps the safest place from that terrible ivory-mounted war-club which he had brandished with such awful effect. At one time another man was clinging to the hump with his hands. The boat which had gone to the ship with the crew of the first stove boat now returned and took the swimmers on board.

The whale had now six harpoons in him, and to these were attached three tow-lines of 300 fathoms each. He manifested no disposition to escape, but sought to reduce still further the wreck about him. Boats, masts, and sails were entangled in his teeth; and if an oar or anything touched him, he struck madly at it with his jaw. This was entirely satisfactory to Captain Huntting, who was preparing other boats to renew the fight. At length two spare boats were rigged, and these, with the saved boat, put off again. The captain pulled on, but the whale saw the boat and tried his old trick of sweeping his jaw through the bottom of it. She was thrown out of his sweep, however, and the captain fired a bomb-lance, charged with six ounces of powder, which entered behind the fin and exploded in his vitals. Before the crew could get out of his way "he tore right through my boat like a hurricane, scattering all

with a light warp to recover it. A hatchet and a sharp knife are placed in the bow-box, convenient for cutting the line, and a water-keg, fire apparatus, candles, lantern, compass, and bandages for wounds, with waif-flags on poles, a fluke-spade, a boat-hook, and a "drag," or dragging float, complete the equipment of a whale-boat. Among this crowd of dangerous lines and threatening cutting gear are six pair of legs, belonging to six skilled boatmen. Such a whale-boat is ours, as she floats two miles from the ship, each man in the crew watching under the blade of his peaked oar for the rising whale, and the captain and boat-steerer standing on the highest point, carefully sweeping the horizon with trained eye, to catch the first spout, and secure the chance of 'getting on.'"

*Luckily the whale struck the Parker Cook directly on the stem. Had the blow been delivered on almost any other part of her hull, she undoubtedly would have shared the fate of the Essex and Ann Alexander.

†Pages 357-'8-'9, 385-'6-'7.

hands right and left." So said Captain Huntting. Now four boats were utterly lost, some twelve hundred fathoms of line, and all the gear. The remaining two boats were hastily and poorly provided, the men were gallied,* the sun was going down, and the captain, when he was fished out, consented to give up the day and cry beat.

All hands went to work to fit other boats. Through the night, under shortened sail, the ship lay near the scene of conflict, and while the weather was calm it was possible to keep track of the whale as he occasionally beat around. But the breaking day brought rough weather, and the captain proceeded to Buenos Ayres, as much to allow his men, who were mostly green, to run away, as for the purpose of refitting, as he knew they would be useless thereafter. In this design he was not thwarted. Most of them promptly deserted, having had enough of wrestling with "the fighting whale of the La Plata."

The second instance mentioned by Captain Davis, is the more rare case of vicious pugnacity in the right whale. The name of the captain who was the chief actor in the scenes is not given, but after premising that he is not an old man, and his residence is upon Long Island, he plunges directly into the narration thus, using the language of his informant: "My second mate had fastened to a large whale that seemed disposed to be ugly; so I pulled up and fastened to her also. I went into the bow and darted my lance, but the whale rolled so that I missed the life and struck into the shoulder-blade. It pierced so deep into the bone (perhaps through it) that I could not draw it out; the whole body of the whale shivered and squirmed as though in great pain. Then, turning a little, she cut her flukes, taking the boat amidships.† The broadside was stove in, and the boat rolled over, the crew having jumped into the sea. I cut the line in the chocks at the same moment, to save being run under with a kink. The crew were soon safely housed on the bottom of the upturned boat, or swimming and clinging to the keel. The second mate wanted to cut his line and pick us up, but I foolishly told him to hold on and kill the whale; that we were doing quite as well as could be expected. But I had bragged too soon. Just then the whale came up on the full breach, and striking the boat, he went right through it, knocking men and wreck high in the air. Next the great bulk fell over sideways, like a small avalanche, right in our midst; and spitefully cut the corners of her flukes right and left. In the surge and confusion two

* That is, frightened.

† The tail is the chief weapon of the right whale, offensively and defensively, and such is the ability with which it can wield this terrific weapon that it can sweep an arc from eye to eye clear of its foes. The sperm whale, on the contrary, relies mainly on its jaw. In the attack on these monsters, then, the tactics must be varied to avoid more particularly the flukes of the right and the equally formidable lower jaw of the spermaceti whale. Not that the opposite extremes of these brutes are by any means harmless, but they are secondary to these chief agents. When it is possible to haul alongside the running whale, the officer of the boat will sometimes with his fluke-spade succeed in "hamstringing" the brute by severing the tendons at the "small."

poor fellows went down; we saw no sign of them afterward, and the water was so dark, stained with blood, that we could not see into it.

"As the whale came feeling around with her nose, she passed close to me. I was afraid of the flukes, and got hold of the warp, or iron pole or her small, or something, and towed a little way till she slacked speed a little. Then I dove under, so as to clear the flukes, and came to the astern of them. I was in good time; for having felt the boat she turned over and threshed the spot with a number of blows in quick succession, pounding the wreck into splinters. She must have caught sight of me for she came up on a half breach, and dropped her head on me, and drove me, half stunned, deep under water. Again I came up near the small, and again dove under the flukes. From this time she seemed to keep me in sight. Again and again—the mate told me afterward—she would run her head in the air and fall on my back, bruising and half-drowning me as I was driven down in the water.

"Sometimes I caught hold of the line, or something attached to the mad brute, and would hold until a sweep of the flukes would take my long legs and break my hold. The second mate's boat had cut her way long ago, and watched her chance to pick up the surviving crew, but had not been able to reach me; for when the whale's eye caught the boat, she would dash for it so wickedly that the whole crew became demoralized, owing to the loss of the two men, and the sight, to them more terrible than to me perhaps, of the peril the captain was in. To husband my strength, I gave over swimming, and, treading water, I faced the danger, and several times by sinking avoided the blow from her head. As a desperate resource, I strove with my pointed sheath-knife to prick her nose;* I did all a strong man was in duty bound to do to save his life. The cooper, who was ship-keeper, ran down with the ship, intending to cut between the whale and myself, but we were at too close quarters. He was afraid to run me down lest he might tear me with the ragged copper. Thus for three-quarters of an hour that whale and I were fighting; the act of breathing became labored and painful; my head and shoulders were sore from bruises, and my legs had been pounded by her flukes; but it was not until I found myself swimming with my arms

* Says Captain Davis: "Had the right whale the habit of 'jawing back,' as the sperm whale has, it would be next to impossible to secure him by the present weapons and methods of our whalers. * * * Read Scoresby, Jardin, and Beale, the fathers of whaling literature, and they will not reveal the secret of the weakness of the right whale. Whalers and naturalists, they have failed to record the important fact, that on the tip of the upper jaw there is a spot of very limited extent, seemingly as sensitive in feeling as the antennæ of an insect; as keenly alive to the prick of lance or harpoon as a gentleman's nose is to the tweak of finger and thumb. However swift a right whale may be advancing on the boat, a slight prick on this point will arrest his forward motion at once. I think it safe to say that he will not advance a single yard after the prick is given. He will either pitch his head, and round down, like a great wheel turning on a fixed axis, or he will turn shortly to the right or left, according to the part of the nose which is pricked. Sometimes he will throw his enormous head straight in the air, and settle backward tail first, by this motion exposing his

alone and that my legs were hanging paralyzed, that I felt actually scared. Then it looked as if I couldn't hold out much longer; I had seen the ship close beside me, and the second mate's boat trying to get in to me, and throwing me lines, or something to float on, but I had failed to reach them. Now these things seemed very far off; that was the last I remembered until I came to on board the ship.

"I was afterwards told that the first mate, in answer to a signal from the ship,* had come up, and seeing me feebly paddling with my hands and not answering to his hail, he put straight into the fight. The whale saw them coming and made for them. The men sprang to their oars, and the mate had only time to seize my collar, while they pulled their best to escape from the furious whale. They thus gained time to take me into the boat, seemingly a drowned man. The mate had true pluck. Leaving me to the care of the crew on board, he put back for the whale. As he afterwards said, "She was too dangerous a cuss to run at large in that pasture-field." Watching a chance, he got a "set" on her over the shoulder-blade, and sent the red flag into the air. This tamed her; she lagged around for a time, and settled away dead. The mate then

whole throat to the thrust of the harpoon or lance; he may take any course, save the one directly forward. It seems almost as though this sensibility to touch was a guard against the collision of parts so important to existence with other objects, and which are beyond the line of vision. And it is also endowed with a backing power which is simply marvelous, when we consider the enormous weight moving forward with great speed. This very marked peculiarity of the right whale is constantly taken advantage of by the whaleman, who, working about its head completely out of the reach of its active flukes, parries the charge of the enraged monster as deftly as the fencer glances the thrust of his antagonist's sword. If an advancing whale glides under the boat, and the back, or 'small,' touches the keel, then, quick as the lightning flash, the responsive flukes will whip up, and send boat and crew into the air, amidst a perilous tangle of kinking line, sharp harpoons, lances, spades, hatchets, knives, and boat-gear generally. An accursed attribute of such sharp company is to travel point or edge first, and form closer acquaintance than is agreeable." (Nimrod of the Sea, p. 376.)

*Each whale-ship has a private code of signals for her absent boats to signify when to return, where to find whales, &c., so when two ships, not cruising in company, lower for whales, the men on board of one ship can recall the boats, change their course, or convey any other similar intelligence without the nature of the tidings being known to the crew of the rival vessel until it is too late to be available. Captain Preble, in his "Notes on Whales and Whaling" (No. 37), illustrates this fact by giving the following, which was the code used by Capt. Elisha Dexter, of the whaling brig William & Joseph: "Whales ahead—Down jib. Whales astern—Haul up spanker. Whales between the ship and boats—Flag half mast. Whales on the weather bow—Haul up the weather clew of the foresail. Whales on lee bow—Lee clew of foresail. More whales and a better chance—Flags on the fore-top-gallant-mast head and peak of the spanker. Whales on the weather beam—Mizzen topsail aback. Whales on the lee beam—Keep the ship off and luff her up again. Whales too near to keep off—Signal to come on board. This signal is made by standing on the top-gallant yards and holding flags in your hands." Signaling is sometimes done with the mast-head waif, which is a light pole 6 or 8 feet long, with a hoop fastened on the end and covered with canvas. (This is sometimes called a "yonder" by English whalemen.) Scammon, 230.

came on board and reported sunk whale;* and I was put to bed, a mass of bruised flesh. It was several weeks before I was able to take my place in the head of my boat again."†

In the early days of Pacific whaling, not only did our sailors have to seek and encounter their gigantic antagonist amid the dangers of hidden reefs and an unexplored and unknown ocean, but frequently, when putting into some of the numerous islands for supplies, they were compelled to fight the wily and treacherous savages inhabiting some of those groups. Many a vessel had been "cut out," and not a man survived to tell the story of the massacre. How far their brother whalemens had been instrumental in thus bringing upon their heads this vengeance for real or fancied wrongs it is difficult to determine. Beyond a question the natives in some localities, disposed to be peaceable at first, had been enraged by the thoughtless, contemptible, or villainous conduct of some of their white visitors, and upon the heads of the next unguarded comers descended the blow now aimed rather at a race than at any particular set of men. Instances are not wanting of cruel, dastardly, treacherous conduct on the part of sailors towards the inhabitants of these sunny islands, and, smarting under their wrongs, their spirit of revenge made no discriminating divisions between the innocent and the guilty; the only thing cared for was the fact that they were whites.

An instance of this dangerous element in the whaleman's life occurred to the crew of the ship *Awashonks*, of Falmouth, Prince Coffin master.

* Captain Davis says, (p. 238,) "A peculiar feature in right-whaling is the considerable number which sink on being killed. This rarely occurs with the sperm whale. With the hump-back it is the rule, and therefore this fishing is carried on in shallow sounds and bays. On putting the question, 'Why do right whales sink?' scarcely two men will give the same reason in reply. Captain West, when master of the *Adeline Gibbs*, in conversation with two Arctic whalemens, at Mani, gave the following answer: 'To lance a right whale over the shoulder-blade, directing the lance downward, will kill it in the shortest time; but he will be almost certain to sink. Such a wound will be followed by a rushing escape of air, manifesting itself in large and continuous bubbles rising through the water. When this occurs the whale is certain to sink.' Therefore, he holds to the theory that whales are furnished with a sound, or air bladder, like fish, and that through no other cause than injury to this bladder could the whale settle instantly as it does. The two captains above mentioned stated that on their last cruises one had taken nine whales, without one sinking. The other had sunk eight whales, and prided himself on the fatal thrust of his lance over the shoulder." Capt. S. P. Winegar, of the *Julian*, expressed himself in 1860 (see N. B. Shipping List) of a decidedly different opinion. He believed it was owing to the whales themselves and not to the manner of killing them. He further states that whales sink more often on some ground than on others, and some kinds on the same ground more than others. The right whale is more liable to sink than the bow-head, and bow-heads sink oftener in the Ochotsk than in the Arctic. He had whaled six seasons in the Arctic and never knew of whales sinking there.

† Different captains have different opinions about the captain's place. Some of the most successful say they can do better by remaining on board the ship and directing the movements of the boats; others equally fortunate prefer to be "where the battle rages" strongest.

On the 5th of October, 1835, the ship touched at Namarik Island * to recruit. The natives came on board the ship, as was usually their custom, but in no extraordinary numbers, and they manifested only the ordinary curiosity common to all these islanders in those days. At noon the captain, mate, and second mate went down to dinner, leaving the third mate, Silas Jones, in charge of the deck. Having finished, they returned, and Mr. (afterward Captain) Jones went below, coming back in about fifteen minutes. The ship's company at this time were scattered about the vessel; three of them were aloft on the lookout for whales, and one watch was below. Just after the return of Mr. Jones to the deck the attack commenced. The natives, who had, unnoticed, grouped themselves, suddenly made a rush for the whale-spades, which were in their accustomed places in the spade-rack under the spare boats. Captain Coffin was the first one to fall, being beheaded with a broad-edged spade, and almost simultaneously the man at the helm was killed. The first mate was butchered as he leaped down the fore hatch, while the second mate, who had run out on the jib-boom, was struck with some missile, and, falling, was clubbed to death by the savages. In the mean time the third mate had seized a spade, and after a struggle secured it. This he threw at a native, but, the wily savage dodging, it fastened firmly into the wood-work. Before Mr. Jones could loosen it, two natives had hold of the pole behind him. Unable to secure it, and the inequality of the conflict becoming each moment greater, Mr. Jones made a run for his life. At this time he was the only white man on deck abaft the try-works, and so closely was he beset that he was unable to escape until he reached the fore hatchway, down which he jumped. The deck was now in the possession of the natives, who proceeded to fasten down the hatches and close the companion-way so as to imprison the crew. The leader then took the wheel and headed the ship for the shore. The men who were aloft and were the horrified spectators of this butchery, feeling that their only safety lay in thwarting the plans of the savages, went as far down the rigging as they safely could and cut the braces. The yards now swinging freely the ship lost her steerage-way and slowly drifted toward open water.

During this time the third mate and the remaining survivors of the ship's company were by no means idle. Knowing that in the cabin were the ship's muskets, and realizing that it was necessary to secure them before they fell into the hands of the natives, they worked their way aft, and managed to gain possession of them unseen by their foe. From this castle they fired upon the savages wherever a mark was offered, now at the faces as they peered through the skylights, now through the cabin windows at the assembling canoes. But now a new idea occurred to the prisoners. By order of the third mate a keg of powder was got up from the run, a quantity of it was placed on the upper step of the companion-way and a train laid to the cabin. Direct-

* Latitude 5½° north, longitude 168° east. One of the Marshall group.

ing his men to be ready to rush on deck the instant the explosion had taken place, regardless of him if he was injured by it, he fired the train. The crash of the timbers and the screams and yells of the wounded and terrified savages told of the success of the plot. Rushing on deck the crew speedily drove overboard those natives who had not already found refuge there, and the terrible conflict was over. From first to last the fight occupied about an hour. The captain, mate, and second mate were killed, and four men had received fearful gashes from the murderous spades; one man died a few days afterward, the rest recovered. Mr. Jones took charge of the ship and brought her home.*

One of the most fruitful sources of peril to the whaler is the danger of his boat being taken down by the whale through the line fouling, or of being taken out of sight from the ship in his desire to hold to his whale to the last moment. Numerous cases have occurred where a boat's crew has been lost under one or the other of these circumstances, and though occasionally in the latter case they may have recovered their own ship, or have been rescued by another, the danger arising from this cause has always been formidable. Occasionally the boat

*This account is gathered from that of the third mate, Captain Silas Jones, of Falmouth (who, with the characteristic modesty of whalers, refers but little to his own actions in the struggle), and from that given by Captain Davis in the "Nimrod of the Sea." The annals of whaling afford many instances of a similar nature to this, both in the English and American South Sea fishery.

In April, 1825, the ship *Oeno*, of Nantucket, struck on a reef near Turtle Island, one of the Feejee group, and speedily showed signs of breaking up. The crew, twenty-one in number, took to the boats and landed upon the island, lured thither by the friendly motions of the natives, but when ashore about two weeks a tribe from a larger island visited the one upon which they were, and finding them unarmed massacred all but one of them. He escaped by hiding until they returned to their own island, and subsequently got away from the island.

In 1834, or '5, the brig *Waverly*, Capt. William Cathcart, of Woahoo, was cut off at Strong's Island and all on board massacred, and in 1842 the English whaler *Harriet*, of London, Capt. Charles Bunker, shared the same fate.

In 1842 or '3, seventeen of the crew of the whale-ship *Offly*, of London, were massacred by the natives of Solomon Islands, in revenge for the murder of a thief by the mate of another vessel.

In 1845 the captain, second mate, and two boats' crews of the French whaler *Angeline* were reported massacred at the Mulgrave Islands.

In 1847 the ship *Triton*, of New Bedford, put into Sydenham's Island (one of the King's Mill group), to recruit. While the captain with his boat's crew were ashore purchasing a fluke-chain, the natives, incited by a renegade Spaniard, attacked and captured the ship, killing one of the mates and several of the crew. The second mate with his men escaped in a boat. The ship worked off shore and the natives left her. She was afterwards carried into Papiete, (one of the Society Islands). The United States and Alabama, both of Nantucket, touched at the King's Mill group and succeeded in rescuing the survivors. In all, five were killed and seven wounded.

In 1852 the brig *Inga* was cut off at Pleasant Island, and all on board were murdered. One of the original crew, left on the island about a year before to recruit, was spared.

These are only a few of numerous instances. The crews of English ship *Syren*, the *Boy*, of Warren, R. I., the *Twilight*, of New Bedford, and many others suffered at the hands of the natives of the Pacific and Indian Oceans.

gains a rescuing ship or port only after intense suffering on the part of the crew. One of the most notable instances of this kind is recounted in "The Whale and his Captors"* of Captain Hosmer and his boat's crew from the bark Janet of Westport.

While off the coast of Peru, on the 23d of June, 1849, three boats were lowered for a school of sperm whales. Each boat made fast, and Captain Hosmer soon "turned up" his. In putting about to tow him to the ship the boat was capsized, and boat-keg, lantern-keg, boat-bucket, compass, paddles, &c., were lost. She was righted and the oars lashed across her to prevent another overturn, as she was full of water, and the sea continually breaking over her. Signals of distress were set, the other boats being about a mile and a half off. Captain Hosmer saw the other boats take their whales alongside the bark, which was still heading toward his own, but to his amazement, when within about a mile, she stood off on another course and continued so until the coming on of night hid her from the anxious eyes of the horror-stricken crew. They now got up alongside the whale and tried unsuccessfully to free their boat of water. Relinquishing this hope they cut from the whale, and, rigging some pieces of the boat-sail, they steered toward the vessel's light, which at intervals became visible, but in the morning the distance had apparently not lessened. They could behold their shipmates cutting in their whales, but all efforts to attract their attention were unavailing. Again they made a futile attempt to bail the water from their boat. Finding it impossible to make their situation known to their comrades and the distance between them constantly increasing, they put about before the wind. On the second morning the wind, which from the time they lowered had blown freshly, being less strong, they threw overboard their whaling craft and a third time tried to bail their boat, but they lost one of their companions without accomplishing their purpose. Again in the afternoon they essayed, and this time they were successful, but another man was sacrificed in the attempt. For forty-eight hours they had been up to their arms in water, without a morsel of food or a drop of drink, and they were suffering painfully from thirst. Two of the survivors already were delirious. The nearest known land was Cocus Island, on the coast of Peru, a thousand miles away; not a man on board was capable of handling an oar, and their only means of propulsion was a small fragment of sail.

For Cocus Island then it was determined to head, and tearing up the ceiling of the boat they fashioned from it a sort of wooden sail.

Nothing out of the ordinary course of starvation, thirst, and a rapid decline of their energies, occurred until seven days had elapsed, during which time not a morsel of food nor a drop of water had lent them strength, nor a reviving shower fallen to aid in prolonging their existence. It was now agreed to cast the terrible lot to see which of their number should die that the rest might live, and the unfortunate man

upon whom the choice fell met his fate without a murmur. Toward the close of the day a shower fell.

Being without compass or other instrument to determine their course or situation Captain Hosmer was obliged to steer as best he could with such aid as was afforded by the north star and the rolling swell of the sea from the south. On the eighth day another of their number died from exhaustion, and it was deemed necessary to steer a more northerly course in hopes to again be blessed with rain.

On the ninth day another shower fell, and this blessing was followed by the remarkable circumstance of a dolphin leaping directly into their boat. Several birds also approached so near as to be killed by the wanderers, and great relief was afforded them by these happy events.

On the 13th of July, land was seen, which proved to be Cocos Island (uninhabited),* and this land the shattered remnant of a strong and hardy crew succeeded in reaching. They succeeded in catching a pig, and, drinking its blood, were reinvigorated. A plentiful supply of birds and fresh water aided their recuperation. On the second day after landing they were overjoyed to see a boat approach, which proved to belong to the Leonidas, Captain Swift, of New Bedford, a brother whaler, then recruiting in Chatham Bay, and it is needless to say that all that could be done for the survivors was done.†

Revolts among the crew, occasioned sometimes by the brutality of the officers, and fully as often by a spirit of lawlessness in a very small minority of the men, and spreading from them like an infection to their shipmates, are at times met with. Two of the most notable of these, coming entirely within the latter category, are given.

Scarcely had the horrors of the loss of the *Essex* ceased to appal the minds of the people of Nantucket, when news of another and a more

* Latitude 5° 27' north, longitude 87° 15' west. Of the crew of six, but two survived.

† In a letter from the mate of the *Janet* to her owners he says that after his boat returned to the ship, he ran down for that of the second mate, the only one then in sight from the ship. They then proceeded in the direction in which the captain's boat was last seen going, and lay to all night with all sail set and lights burning. They cruised three days, but were unable to get any trace of the captain's boat and were forced to the melancholy conclusion that it had been carried down by a foul line, more particularly as he had a new line with him coiled but two days before. (See "The Whale and His Captors.")

In January, 1860, the *Massachusetts*, of New Bedford, lowered four boats for a school of whales. One was killed and the mate was sent to bring the ship. She was not out of sight and the mate did not succeed in regaining her until 10 o'clock in the evening. The other three boats lay by the whale all night, and the next day, having seen nothing of the vessel, cut from him, and started for Brazil, 330 miles distant, reaching land in five days. Cheever, in "The Whale and His Captors," p. 219, instances another thrilling adventure of this kind.

"Foul lines" have been the death of many a whaler. A kink in the line, as it runs from the tub, catches an arm, or a leg, and in an instant the unfortunate man is overboard and too often never seen again alive. On page 133 of "The Whale and His Captors" may be found an example of this form of peril.

shocking calamity was brought to the island. The most diabolical, cold-blooded mutiny ever perpetrated upon the deck of any whaleship was that on board the *Globe*, of Nantucket, in the month of January, 1824, and this it was that thrilled the minds of the islanders and eclipsed the terrible details of the loss of the *Essex*.

The *Globe*, Thomas Worth commander, sailed from Nantucket in the latter part of December, 1822, and when she again entered that port in November, 1824, her decks were stained with the life-blood of her captain and her three mates. On the night of January 25, 1824, four of the crew, headed by Samuel B. Comstock, a boat-steerer, mutinied, and killing their superior officers, took the ship into the Mulgrave Islands, intending to destroy her. Arrived there, they proceeded to strip the vessel, and while doing so a quarrel arose among themselves, and it culminated in the death of Comstock. Soon after this, before the work of demolition had further progressed, six of the men, most of whom had taken no part in the mutiny, and simply remained quiet to avoid the fate that had overtaken the captain and mates, having been sent to guard the ship, cut the cable and escaped from the islands, arriving at Valparaiso after a long and boisterous passage. Here the vessel was taken in charge by the American consul, and the men confined pending their examination, after which they were restored to the *Globe*, which was put in charge of Captain ——— King and sent to Nantucket. Ten men had been left at the Mulgraves,* but repeated injuries to the natives on the part of Silas Payne (the second in command of the mutineers at the time of the outbreak, and the murderer of his associate conspirator, Comstock), so incensed them that one after another of the crew were slain, the innocent perishing with the guilty, until on the arrival of a United States vessel, which had been sent there to rescue the survivors, but two remained alive.†

In an account of this sad affair, published by Messrs. Lay and Hussey immediately after their rescue, is related the following incident as showing the gross brutality of Comstock, the chief of the mutineers, and the miserably slight pretexts by which they justified to themselves their diabolical plot and its carrying out. Some time previously to the mutiny Comstock, who was a boat-steerer, had desired a friendly wrestle with the third mate, Nathaniel Fisher. Mr. Fisher, being the more athletic, handled him with so much ease that Comstock, enraged at Fisher's superiority, struck him, whereupon the third mate laid him on deck several times quite severely. Comstock at the time made threats of vengeance upon Mr. Fisher, to which he paid no attention.

After murdering the captain and first mate, who were both asleep at the time of the assault, the mutineers proceeded to attack the second and third mates, who were in the cabin. Comstock had loaded two muskets, and on reaching the cabin-door he fired one of them in the

* One man was hung by the mutineers.

† William Lay, of New London, and Cyrus Hussey, of Nantucket.

direction in which he judged the officers were, shooting Fisher in the mouth. "They now," continues the account, "opened the door, and Comstock making a pass at Mr. Lumbert (the second mate), missed him, and fell into the state-room. Mr. Lumbert collared him, but he escaped from his hands. Mr. Fisher had got the gun, and actually presented the bayonet to the monster's heart, but Comstock assuring him that his life should be spared if he gave it up, he did so; when Comstock immediately ran Mr. Lumbert through the body several times. He then turned to Mr. Fisher and told him there was no hope for *him*! 'You have got to die,' said he, and he alluded to the wrestling affair between them, and the full force of the threats made at the time became apparent to the mind of the unfortunate second mate. Finding his cruel enemy deaf to his remonstrances and entreaties, he said, 'If there is no hope, I will at least die like a man!' and having, by order of Comstock, turned back to, said in a firm voice, '*I am ready.*' Comstock then put the muzzle of the gun to his head and fired, which instantly put an end to his existence." The body of the captain was brutally mutilated, and with those of the mates was thrown overboard, the first and second officers being, in spite of their terrible wounds, still alive.

Similar in diabolical atrocity, both in the lack of provocation and in the carrying out of the plot, was the outbreak on the ship *Junior*, of New Bedford, in 1857. The ship sailed in July of that year on a voyage to the Indian and Pacific Oceans. Christmas came, the day of hallowed associations to the natives of civilized countries, whether their place of sojourning be on the land or on the sea. The day passed tranquilly on board the ship, Captain Mellen serving to each of the crew in the evening a small glass of spirits to commemorate the return of the Christian holiday. To all outward appearance, this kindly act on the part of the captain, an act which has a specially friendly significance to the mariner, was appreciated and reciprocated in sentiment by the crew. This being accomplished, Captain Mellen retired to his cabin, and soon he and his officers were calmly slumbering in their berths, little dreaming that hands that had but just received the token of hospitality and good-feeling from them would, ere another sun had dawned, be reeking with their blood. The major portion of the crew, who also had no suspicion of the cold-blooded schemes of their comrades, also "turned in" to their berths and slept.

At about 1 o'clock in the morning of the 26th of December, the ring-leader in the mutiny, Cyrus Plummer, with four of his associates, all armed with guns cocked and extra-loaded, entered the cabin, having first stationed five others outside to prevent aid reaching the officers in case they gave the alarm. With the muzzles of their guns almost touching the bodies of their victims, the conspirators, at the word from Plummer, fired. Three bullets pierced the body of the captain, who was almost instantly killed. The first mate, shot by six balls, survived. The third mate was killed with a whaling-spade or lance as he rose.

wounded by the murderous muskets. Alarmed by the discharge of the fire-arms, the remainder of the crew rushed to the deck, where they were confronted by the whole force of the mutineers, those who had assaulted the officers hurrying up to aid those left on guard. In the confusion the first and second mate hid themselves from their would-be murderers. The loyal men of the crew, finding themselves completely in the power of the revolting ones, had no recourse but to submit. After the first burst of passion was over, the second mate made his appearance and his life was spared. The chief mate had secreted himself in the hold, where, in spite of the torture from his wounds, he remained for five days undiscovered, and when at last he was found, the mutineers required his services to navigate the vessel.

When within about twenty miles of the coast of Australia, Plummer and his accomplices, taking two whale-boats and rifling the ship of everything they could find of value, left the vessel and landed upon those shores, where eight of them were subsequently captured.*

With the opening of navigation in high latitudes came increased perils. Not sufficient were the dangers from their gigantic prey, or furious gales, or the losing sight of the ship; to these must be added the risk of being ground between two mighty ice-bergs, of being caught in some field of ice and forced ashore, of having the stout timbers of their vessel pierced by the glittering spear of some stray berg as it was driven by the force of the polar currents. The season in either northern sea lasts but two or three months, and the temptation to incur many risks for the sake of rapidly filling the ship is too great to be withstood. The life of the whale-hunter is a life of risks—this only adds a little more to his repertoire of exciting scenes.

Captain Pease, of the ship *Champion*, of Edgartown, in a letter published in the New Bedford "Shipping List," of November 29, 1870, thus describes some of the incidents of Arctic whaling: "We made and entered the ice on the 17th day of May, about 40 miles South of Cape Navarin, weather thick and snowing; on the 20th the weather cleared up, showing about a dozen ships in the ice. The weather having every appearance of a gale, I worked out of the ice, and soon found myself surrounded by fifty ships. Saw but one whale in the ice. On the 23d, weather pleasant, two or three ships worked a short distance in the ice; the next day the fleet commenced following, and in a few hours fifty ships were on a race to Cape Thaddeus; it was oak against ice, and like all heavy moving bodies which come in collision, 'the weakest structure always gives way;' so with the ships, they *all* came out more or less damaged in copper and sheathing—the *Champion* four days ahead to Cape Thaddeus, and in clear water.

*In 1853 the crew of the brig *William Penn*, of San Francisco, consisting of five whites and fifteen natives of the Pacific Islands, mutinied, killing the captain, Isaac B. Hussey, and one man, and badly wounding the first and second mates and another man. The second man died a few days after the outbreak.

"Unfortunately, for the first time since whaling, there were no whales. On the 13th of June, we lowered for a whale going quick into the ice, Cape Agchen bearing southwest 90 miles, and before getting the boats clear, the ice packed around us. From that time until the 26th, so close and heavy was the ice packed around us, that we found it impossible to move the ship. With our sails furled, we drifted with the ice about 12 miles per day toward Cape Agchen, the ship lying as quiet as in a dock, but on the 22d, when close under the cape, a gale set in from the southward, producing a heavy swell and causing the ship to strike heavily against the ice. We saved our rudder by hooking our blubber-hooks to it and heaving them well taut with hawsers to our quarters. Had the current not taken an easterly shore course, the ship must have gone on shore. The wind blowing on shore, which was distant less than half a mile, 5 to 6 fathoms of water under us, ship rolling and pounding heavily against the ice, weather so thick we could not see 50 yards, made it rather an anxious time. For 36 hours I was expecting some sharp-pointed rock would crash through her sides. On the 24th, finding only $4\frac{1}{2}$ fathoms water, little current, with the larger pieces of ice around, we let go an anchor and held her to a large floe of ice. Here we broke our sampson-post off in the deck. On the morning of the 25th the weather cleared up, showing our position to be at the head of a small bay about 15 miles east of Cape Agchen. Here for two days we lay becalmed and ice-bound. On the second day the ice loosened, when we took our anchor and by 18 hours' hard work succeeded in kedging about 4 miles seaward; a breeze then springing up from off shore, we spread sail and passed into clear water. We spent a short time in the straits, but saw nothing of the bowhead kind. Passed into the Arctic July —, and found most of the fleet catching walrus; about a dozen ships (this one among the number) went cruising along the northern ice for bowheads. After prospecting from Icy Cape to near Herald Island, and seeing not a whale, I returned to the walrus fleet. The first ship I saw was the Vineyard, with 175 walrus; since then I have not seen or heard from her. This walrusing is quite a new business, and ships which had engaged in it the previous season and came up prepared were very successful. While at it, we drove business as hard as the best of them, but soon became convinced that the ship's company (taken collectively) were much inferior to many others; they could not endure the cold and exposure expected of them. I have seen boats' crews that were properly rigged, kill and strip a boat-load of walrus in the same length of time another (not rigged) would be in killing one and hauling him on the ice. We took some 400, making about 230 barrels. About August 5, all the ships went in pursuit of bowheads, (most of them to Point Barrow). When off the Sea Horse Islands we saw a few whales working to the westward, just enough to detain us; we took two making 200 barrels; the weather cold, and a gale all the time. In September I worked up about 70

miles from Point Barrow; saw quite a show of small whales in the sea; took four which made about 100 barrels. As that was a fair sample, and not having the right boys to whale in that ice, where the thermometer stood only 8 above zero, I went back to the westward. Ships that had from 40 to 50 men, (clad in skins), and officers accustomed to that particular kind of whaling, did well. In going back, the fourth mate struck a whale which made about 70 barrels. From the 28th of September to the 4th of October we saw a good chance to get oil, had the weather been good and a well, hardy crew. We could not cut and whale at the same time. We took four whales which would have made 500 barrels had we had good weather to boil them. On the 4th of October we put away for the straits, in company with the Seneca, John Howland and John Wells—a gale from northeast, and snowing. On the evening of the 7th it blew almost a hurricane; hove the ship to south of Point Hope, with main-topsail furled; lost starboard bow boat, with davits—ship covered with ice and oil. On the 10th, entered the straits in a heavy gale; when about 8 miles south of the Diomedes, had to heave to under bare poles, blowing furiously, and the heaviest sea I ever saw; ship making bad weather of it; we had about 125 barrels of oil on deck, and all our fresh water; our blubber between decks in horse-pieces, and going from the forecastle to the mainmast every time she pitched, and impossible to stop it; ship covered with ice and oil; could only muster four men in a watch, decks flooded with water all the time; no fire to cook with or to warm by, made it the most anxious and miserable time I ever experienced in all my sea-service. During the night shipped a heavy sea, which took off bow and waist boats, davits, slide-boards, and everything attacked, staving about 20 barrels of oil. At daylight on the second day we found ourselves in 17 fathoms of water, and about 6 miles from the center cape of St. Lawrence Island. Fortunately the gale moderated a little, so that we got two close-reefed topsails and reefed courses on her, and by sundown were clear of the west end of the island. Had it not moderated as soon as it did, we should, by 10 a. m., have been shaking hands with our departed friends.”

Another difficulty of North Pacific navigation is mentioned in a letter from Capt. William H. Kelley, of the bark James Allen, of New Bedford, to the Hawaiian Gazette, in 1874.* He says: “One of the perplexities of the navigator cruising in the Arctic Ocean is the singular effect northerly and southerly winds seem to have upon the mariner’s compass. Captains have noticed this singularity for years, and no solution of the matter, as far as I have learned, has yet been arrived at. Navigators have noticed that with a north or northeast wind they can tack in eight points, while with the wind south or southwest in from fourteen to sixteen points. All navigators know that for a square-rigged vessel to lie within four points of the wind is an utter impossibility, the

*See New Bedford “Shipping List,” January 5, 1875.

average with square-rigged vessels being six points. This peculiar action of the compass renders the navigation of the Arctic difficult and at times dangerous, especially in thick, foggy weather. Navigators in these regions have proved to their satisfaction that on the American coast, north and east of Point Barrow, to steer a land course by the compass and allow the variations given by the chart, $44^{\circ} 15'$ east, with the wind at north or northeast, *would run the ship ashore, steering either east or west.* * * * * Experience, therefore, has obliged navigators to ignore the variations marked upon the charts, and lay the ship's course by the compass alone to make a land-course safe in thick weather. * * * With an east or west wind the effect on the compass is not so great as with other winds. I have said this much to show the working of the compass in the Arctic Ocean during different winds, not that I admit that the wind has any effect whatever upon the compass. I give the facts as they came under my observation, and corroborative testimony will be borne by any shipmaster who has cruised in the Arctic Ocean."

Although in the earlier, and at times in the later years of Arctic whaling the yield of oil has been large, yet the extra expense of obtaining it has been a formidable element entering into the calculation on the profits of the voyage. The anchorage was found to be of that character that the ground-tackle in use in other oceans availed but little, and heavier anchors and cables had to be furnished to prevent the almost inevitable drifting upon a lee shore, which, in a heavy gale, lighter anchors and lighter cables could only postpone. Again, but few ships returned from these regions without showing heavy scars and wounds as the result of their contest with the ice, while many vessels laid their bones in these desolate seas and on the rock-bound coasts. The most memorable instance of loss from shipwreck in the Arctic is that of the season of 1871, when thirty-four vessels out of a fleet of forty-one were abandoned in the ice as hopelessly lost.

More particular stress has been laid upon the North Pacific fishery because the bulk of the Arctic whaling was carried on on the western coast, but the pursuit was carried on in Hudson's Bay* and the surrounding seas with no less danger and with no less loss when we consider the number of vessels engaged. Scurvy, that dread of the sailor, was more to be feared in the North Atlantic than in the North Pacific Ocean.† Vessels usually fitted for shorter voyages, and the sudden closure of the ice around them, cutting them off from all communication with the outside world, attended as it was with a distressing uncertainty as to when their imprisonment would terminate, was an event that was positively appalling. The long catalogue of whale-ships crushed by the ice, which

* Malte Brun says (v, p. 76, ed. 1826,) "All attempts at whaling in Hudson's Bay are unsuccessful."

† The Ansel Gibbs, of New Bedford, was lost in the ice in Hudson's Bay, October 19, 1872. Fifteen of her crew died of scurvy before they were freed from their icy prison.

is an accompaniment to the history of the English fishery in the Greenland seas, is ample attestation to the perils North Atlantic mariners were obliged to encounter, and ample testimony to the bravery and hardihood of those men, English, Dutch, and American, who pursued their prey amid so much of danger, privation, and suffering.*

The American Greenland sea-fishery affords but few examples of these perils, simply because the fleet in these waters was of late years very small. Vessels have sailed on their voyages to Hudson's Bay and Davis Straits and never returned, and the fate of the gallant men who composed their crews has been and must ever remain a mystery.

Mention has been made more particularly of those sources of disaster more peculiar to the business, but it must not be inferred that these are the only trials which beset the life of the whalerman. In common with, but probably not in proportion to, the merchant service, the scenes of shipwreck and suffering are alike the shadows darkening the sunshine of their lives; shipwrecks, resulting not from the nature of their avocation, but the result of gales, of fire, and of sudden calamity.

On the 4th of March, 1854, the ship *Canton*, of New Bedford, was wrecked on a reef in the Pacific Ocean situated in $2^{\circ} 45'$ south latitude, and 173° west longitude. The crew gained the shore of a small barren island, and there subsisted as best they could for four weeks. During this time, in the best procurable shade, the thermometer denoted a temperature of 135° by day and 94° by night. Long existence there was out of the question, since their only source of supplies was the wreck of their vessel, and it was determined to endeavor to reach the King's Mill group of islands, some eight hundred miles distant. Having procured a very limited stock of bread and water, they started in four boats, reducing themselves to an allowance of one-half a pint of water and half a biscuit per day to each man. During the night the boats

* One of the most horrible tales of suffering in the annals of the whale-fishery is that of the English whaleship *Diana*, which left the Shetlands in 1866 for an Arctic (Davis Strait) voyage, with a crew of fifty officers and men. The time for her return came and passed, and nothing was heard of her whereabouts or fate. A premium was offered for tidings from the missing vessel, and at last she brought her own intelligence. On the 2d of April, 1867, the people living near Rona's Voe were startled by seeing the ghastly wreck of a ship sailing into the harbor. Battered, ice-crushed, her sails and cordage cut away and dismantled by the rigors of her terrible imprisonment, her boats and spars cut up to feed the fires which kept the wretched crew from freezing, her decks strewn with the dead and dying, the long lost *Diana* returned. The fifty who sailed were all brought back, but how? Ten bodies, one of them the captain's, lay on the deck carefully arranged for that burial which their comrades could not bring themselves to give to them. Thirty-five lay helplessly sick, some of them dying. Two still retained strength enough to go aloft, and three more were able to crawl around on deck. The man at the wheel fainted with excitement when help was at hand. One of the sick died in his berth after the rescuers had boarded the ship. The surgeon had worked untiringly, but cold, hunger, scurvy, and dysentery had done their work as unceasingly. The captain was the first to succumb, and one by one the others followed him. Another night and the ship which had been for all a common home would have proved to all a common tomb.

were kept together, but in the day-time they separated as widely as was prudent, to increase their chances of seeing a sail. On their perilous voyage they encountered considerable severe weather, and passed the islands where they intended to stop. When at length, after a voyage of forty-five days, they landed at Sypan (one of the Ladrões), not one of their number was able to stand. Here they caught birds and fish, and obtained cocoanuts, but no water, and they again started, this time for Tinian, distant about thirty miles. Arrived off there, the commander refused to allow them to land, thinking they were pirates. He even ordered his soldiers to fire upon them, but they finally convinced him who they were, and he supplied them with bread and water. Four days after they landed at Guam, having sailed in their boats about thirty-five hundred miles.

On the 21st October, 1851, the ship *Junius*, of New Bedford, was lost on a reef in Mozambique channel. The crew left the ship, unable to secure any provisions save four salt hams. All but one boat's crew landed at Saint Augustine Bay, about two hundred miles from the scene of their shipwreck, having been in their boats six days and nights without water and with no food except the hams, which to men in their situation were worse or but little better than no food. The missing ones were subsequently rescued.

The ship *Logan*, of New Bedford, was lost January 26, 1855, on Sandy Island Reef. A boat-steerer and three men were drowned at the time. The survivors landed at the Feejee Islands after enduring much suffering.

In 1846 the ship *Lawrence*, of ———, was lost off the coast of Japan, and of the entire crew only the second mate and seven men reached the shore alive. They were immediately seized by the Japanese and kept for seventeen months in the most rigorous and barbarous custody, in cages, dungeons, holds of junks, &c., and passed from port to port until they reached Nangaski. On their journey they were exposed to all sorts of ill-treatment, were threatened, insulted, and sometimes cruelly beaten. One poor fellow who endeavored to escape these brutal captors was cruelly put to death. At Nangaski the wretched remnant were compelled to go through the ceremony of trampling on the cross or a representation of it, in accordance with an edict adopted at the time of the expulsion of the Portuguese some two hundred years before.* At the

* The ship *Manhattan*, Budd, of Sag Harbor, had visited Jeddo less than twelve months before to restore to their home 22 Japanese seamen whom they had rescued from a wreck. They had been hospitably received, but warned not to come there again. Vessels which have been classed as missing—as for instance the *Lady Adams* of Nantucket in 1823—have been last seen off that coast. If dire necessity drove their crews upon that inhospitable shore, what scenes of barbarity may have been enacted in which they were the struggling and helpless victims! (NOTE.—Although these accounts of the *Lawrence* and *Lagoda* are current in the newspapers of the time and even remembered indistinctly by whalers near Japan, it has been impossible to find these vessels among the whaling-lists before the alleged accidents.—THE AUTHOR.)

very time these atrocities were being perpetrated the squadron of Commodore Biddle lay in the harbor of Yeddo, and our Government fondly imagined that it had made a favorable impression on the people of those islands in respect to American dignity, moderation, and power.

Similar to the experience of the *Lawrence* was that of the *Lagoda*, of New Bedford, also wrecked on these, then inhospitable, islands. Those of the crew who survived the wreck were so inhumanly treated by the Japanese into whose power they were so unfortunate as to fall that one of their number in sheer despair relieved himself of further torture by taking his own life.*

Another class of accidents to which whalemén seem peculiarly liable, but which, because of the care and vigilance exercised by the officers and crew, is of rare occurrence, is destruction by fire.† When indeed this casualty does occur, it is usually the result of some circumstance which might occur in any vessel. The case of the *Cassander*, of Providence, R. I., Henry Winslow commander, was one of this kind, and its narration is given, not so much in illustration of perils incidental to this pursuit, as to record the sufferings of her crew on account of that disaster.

Vessels in the merchant service have, as a general rule, a certain series of courses to steer. They usually make the shortest distance from port to port. Hence in case of accident to the vessel they are in, the crew have only to continue in their course in order to insure most speedy relief. Not so with the whaler. Her cruising ground may be hundreds of miles from the tracks of merchantmen, and she may be a solitary cruiser on that station. Hence the destruction of the vessel involves far greater risk and possibly privation and suffering to the crew.

The *Cassander* sailed from Providence on the 19th of November, 1847. Nothing worthy of special mention occurred until, on the morning of the 1st of May, 1848, between 4 and 5 o'clock, the cry of fire was raised.‡ The wind at the time was blowing a moderate gale from the northwest. All hands were instantly on deck, and search for the source and cause of the fire was made. It was found that it was raging most severely in the lower hold, apparently near the foremast, where four barrels of tar

* Fifteen of the crew of the *Lagoda* reached the shore alive; one subsequently died, a victim to the barbarities of his captors; the thirteen survivors were rescued by the United States ship of war *Preble* in 1849. The *Preble* also took on board a sailor named Ronald MacDonald, formerly of the whale-ship *Plymouth* of Sag Harbor. MacDonald received his discharge and was given a whale-boat furnished with books, provisions, &c., and left the ship off Japan in June, 1848, with the expressly avowed purpose of visiting the Japanese islands. He landed upon one of them and was immediately captured, deprived of his books, and imprisoned. Having nothing to occupy his time he turned his attention to teaching his captors the English language, and soon had quite a class receiving instruction. But his presence was a thorn in the side of the Japanese, and they availed themselves of the first opportunity to get rid of him.

† Incendiary fires, which became of disastrous frequency in later years, are not meant when we speak of this immunity.

‡ This account is taken from that of the captain, published in the *Baltimore Sun*.

were known to have been stored. Simultaneously with this discovery it was found that two of the crew—negroes from the coast of Africa—had jumped overboard. One of them, refusing to take the rope thrown to him by Captain Winslow, soon sank, the other was subsequently picked up by the second mate's boat.*

Orders were given, and every exertion was made to save the ship, but the position of the fire, the rapidity with which it increased, and the density of the smoke, rendered all their efforts unavailing, and the means of escape became the chief consideration. Attempts were made to procure bread and water, but the smoke in the steerage was so dense that it was impossible to do so. This circumstance led to the belief that the ship had been fired at both ends. Three boats were now lowered, and in them were placed such stores as the crew could get at, the nautical instruments and some clothing, and the burning wreck was abandoned, the entire crew, save the drowned African, numbering in all 23 souls, escaping in safety.

With the dawning of the day they took an inventory of their supplies and found them to consist of about ten gallons of water, fifteen pounds of bread, and a small amount of raw meat taken from the harness-cask. By the previous day's reckoning their position was found to be in latitude $34^{\circ} 30'$ south, longitude $45^{\circ} 50'$ west—400 miles from the nearest land. The crew were immediately allowanced to one gill of water and a very small amount of bread per day. The weather was bad, and during the earlier portion of their voyage they were obliged to depend upon their oars to make progress against the head winds. Of course they soon became exhausted, and rowing had to be given up and the sails alone were used, the boats being kept as nearly as possible in the direction of land.

At about 10 o'clock on the morning of the 5th of May, the boats being then in latitude 32° , longitude 47° , a sail was discovered. All hands immediately took to the oars, and after five hours of hard rowing, signals of distress being also repeatedly made, the mate's boat came up with the vessel and found her to be a Spanish brig, 100 days from Barcelona, bound to Montevideo. The captain of the brig made every effort to get away from the shipwrecked mariners, and when the mate's boat came up would not allow it alongside, but passed the crew a rope and towed them some distance astern. When Captain Winslow's boat came up he stated to the Spaniard, through an interpreter, their condition and circumstances, and asked permission for his officers and crew to go on board, but this was peremptorily refused. Equally futile were the endeavors to get him to take them to Montevideo or St. Catharine's, or even one or two days' sail toward land. The stony-hearted man, with a refinement of cruelty entirely foreign to maritime men, paid no heed

*The rescued negro confessed that the ship had been fired by his drowned companion and himself. Their fears of being sold into slavery had been excited, and this desperate act was performed as a means of escaping, through death, that more miserable fate. Before leaping into the sea his companion had stabbed himself.

to their entreaties, nor would he even permit them the solace they could derive from one night's rest and sleep on board his vessel, that they might the better withstand the further fatigues and hardships in store for them. Against the express wishes of this monster, Captain Winslow sprang into the main chains and aboard of the vessel, but the aid which the unfortunates wanted the Spanish captain could not be induced to give, and the crews of toil-worn, famishing, abandoned men proceeded on their voyage. Who would not say that if the sea, which proved more hospitable than man, had swallowed up these miserable men, their blood would have been on the head of Captain Dominick, of the brig *Alercidita* !*

The night of the 6th was the most perilous of their voyage, as the wind blew in a succession of heavy squalls. The boats were hove to by making a line fast to the oars and paying them out ahead. In this situation they lay until the dawn. From daylight until 11 o'clock they used their sails, but the wind blowing a heavy gale from a northeasterly direction they were again compelled to heave to. At about 4 o'clock in the afternoon the captain's boat was swamped, but the occupants were all rescued and divided between the other two boats. By this accident the water and the nautical instruments it contained were lost, and the two remaining boats were so loaded that their gunwales were not more than 6 or 8 inches out of water. "In this situation," says the captain, "we passed the night; nothing was heard save the awful roaring of the tempest and occasionally the voices of some of the officers and crew offering up a prayer to the Almighty Ruler of wind and wave for their safety. He heard our prayers. In the morning the wind moderated and the sea was beaten down by a heavy shower of rain." From this time they were favored with pleasant weather, and on the 10th of May they landed near Conventus, in the province of St. Catharine, in Brazil, without water and utterly exhausted. So much reduced had they become that a boat-steerer was drowned by the capsizing of the mate's boat, he being too weak to extricate himself from the surf.

It would be easy to greatly extend the mournful lists, but those enumerated are types of each class of casualties. Still another class appears, however, and with this we will pass to the consideration of other subjects.

Among the dangers encountered by our whalers in the Pacific Ocean is the serious and insidious one of the attacks of boring-worms upon the bottoms of their ships. The least exposed place upon their planking where the copper may have become chafed off by contact with sunken rocks and reefs, without a thought of danger incurred or damage done presenting itself to the mariner, serves as a rallying point for the teredo, and soon the vicinity of the break becomes honey-combed with its habitations, and fortunate is it for the seamen if a warning leak drives them into some haven for repairs while yet the damage is repar-

*On his arrival in port Captain Dominick reported that he had *tendered them help, which they refused*. As though drowning men ever refused substantial aid!

able. This may be still another plausible solution of that terrible problem of "missing vessels." A noteworthy instance of the havoc made by these "toilers of the sea" occurred to the ship *Minerva* 2d, of New Bedford, Captain Swain, in 1857.

In August, 1856, while off the King's Mill group, she touched on a reef, the water being at the time perfectly smooth and but little wind blowing. So trifling was the sensation of the contact that Captain Swain gave himself no thought that any damage was sustained, and the voyage was continued as usual until February, 1857, when, in a heavy gale, the vessel was found to leak 250 strokes per hour. She reached Norfolk Island on the 19th of March, but was blown off by heavy gales which continued for three days, the leak meanwhile increasing to 1,000 strokes, and Captain Swain bore away for Sydney. On the 29th of March she was leaking 2,400 strokes (or about 16 inches) per hour, and Captain Swain had the forehold cleared to examine for the cause of the trouble. Upon cutting through the ceiling several holes were found in the bottom through which the water rushed furiously. These the men, though standing in the water up to their middles, succeeded in plugging up and covering with canvas and blankets well tarred. Over these a stream-chain was coiled to prevent the plugs from bursting in from the force of the water, and the pumps were kept going day and night. The ship reached Sydney on the 7th of April and was taken upon the marine railway. Upon examination it was found that two sheets of copper had been rubbed off (probably while off the King's Mill Islands) about six feet from the keel, and a little abaft the bluff of the bow on the starboard side. When this place was laid bare the planks were completely eaten to a shell by the worms. No person not an eye-witness, said the captain, would have believed the planks would have held together, and it was certainly wonderful that in plugging the whole plank was not driven out, in which case every soul on board must have been drowned before the boats could have been lowered.*

G.—A MISCELLANEOUS CHAPTER.

While some vessels on their voyages have made but poor returns, even bringing, in numerous cases, positive and at times damaging loss to their owners, others have done extraordinarily well, and brought in fortunes to those investing in them. The ups and downs of the business made it alternately profitable and, if not positively losing, at least hazardous. This was the fact when no unusual accident occurred, but in case of a disaster it changed the beam of the balance from the speculative to the unmistakably negative side of the account. To illustrate the two phases of the owners' business experience, the following examples are given :

The Wilmington and Liverpool packet, Captain Richmond, sailed from

*The new ship *Nippon*, of Nantucket, on her first voyage, sunk at sea on her passage home, January 12, 1849, in consequence of the depredations of ship-worms.

New Bedford in June, 1820, for the Pacific Ocean, returning on the 27th of December, 1823, with 2,600 barrels of sperm-oil—the largest amount procured by any one New Bedford ship to that date, and worth, at the average price of oil in 1823, about \$65,000.

The ship *Uncas*, of Falmouth, Capt. Henry C. Bunker, sailed in 1828 and returned in 1831, having been absent two years and eight months, bringing a cargo of 3,468 barrels of sperm-oil, worth about \$88,000.

The *Loper*, of Nantucket, Capt. Obed Starbuck, returned in September, 1830, after an absence of only fourteen months and fourteen days, with 2,280 barrels of sperm-oil, worth, at the average price of oil, \$50,000. On her next voyage, under the command of John Cotton, she took 2,170 barrels of sperm-oil in less than eighteen months, and on the voyage immediately preceding that of 1829-'30, under the command of Captain Starbuck, she brought in 2,131 barrels of sperm-oil in less than seventeen months. In less than sixty-two months she had performed three Pacific Ocean voyages and landed 6,581 barrels of sperm-oil.

The ship *Sarah*, of Nantucket, Capt. Frederick Arthur, sailed for the Pacific Ocean on the 26th of May, 1827, returning April 19, 1830, with 3,497 barrels of sperm-oil, valued at \$89,000. This is the largest quantity of sperm-oil ever brought into Nantucket from a single voyage.

In 1830 the ship *America*, Capt. Shubael Cottle, sailed from Hudson, N. Y., for the Pacific Ocean. She returned in 1823, after a voyage of thirty-one months, bringing 3,180 barrels of sperm-oil. The value of her cargo was about \$80,000.

The *Magnolia*, of New Bedford, Capt. George B. Worth, obtained a cargo of 3,451 barrels of sperm-oil on a voyage of forty-one months, the value of which was \$85,000.

In 1838 there arrived at New Bedford the ship *William Hamilton*, Capt. William Swain, with 4,060 barrels of sperm-oil, having sent home from the Western Islands on her passage out 121 barrels more, making a total of 4,181 barrels, worth \$109,269.

In 1842 the *America*, Captain Fisher, brought into New Bedford 400 barrels of sperm and 4,300 barrels of whale oil, and 45,000 pounds of bone, after a voyage of 26 months, the entire cargo being worth \$66,478. In the same year the *Maria*, of Nantucket, Capt. Elisha H. Fisher, returned from a 22 months' voyage with 2,413 barrels of sperm-oil, bringing to the owners the sum of \$70,000.

In 1843 the *Silas Richards*, of Sag Harbor, returned with 3,600 barrels of whale-oil, 220 of sperm, and 30,000 pounds of bone, having been gone 28 months. The value of her cargo was \$54,722. In the same year the *Bowditch*, of Providence, carried into that port 3,500 barrels of whale-oil and \$10,000 worth of bone, the value of which cargo was \$47,485; she was gone 20 months. The schooner *Cordelia*, of Provincetown, also returned in 1843 from a *four days' voyage* with 120 barrels of whale-oil and \$100 of bone, worth \$1,385.

In 1845 the *Lowell*, Captain Benjamin, and the *General Williams*, Captain Holt, arrived at New London, the former having been gone 21 and the latter 22 months, each bringing about 4,500 barrels of whale-oil and 43,000 pounds of bone, each cargo being valued at about \$61,400. The *Lowell* was said to have had alongside *at one time sixteen whales*.

In 1849 the *South America*, of Providence, Capt. R. N. Sowle, returned from a voyage of 26 months, with 5,300 barrels of whale and 200 barrels of sperm oil, and 50,000 pounds of bone, worth \$89,000. As she fitted at \$40,000,† it will be seen that she paid her cost and a dividend of about 125 per cent. The *Russell*, of New Bedford, Captain Morse, also brought to her investors, in the same year, a cargo valued at \$92,000, (2,650 barrels of sperm-oil.) She was absent three years and four months. The cargo of the *Plymouth*, of Sag Harbor, Capt. L. B. Edwards, which also returned in 1849, was worth \$71,000. She brought 4,873 barrels of whale-oil, and was gone 41 months.

In 1850 the *Coral*, of New Bedford, Captain Seabury, returned from a three years' voyage with 3,350 barrels of sperm-oil, worth \$126,630.

Probably the most extraordinary voyage ever made was that of the *Envoy*, of New Bedford, which sailed in 1848. She returned to Providence in 1847 from a whaling voyage, and was there condemned and sold to William C. Brownell, esq., of New Bedford, to be broken up. Mr. Brownell, however, concluded to fit her for another voyage, and did so, sending her to sea under the command of Capt. W. T. Walker.* She sailed immediately to Wytootacke, and took on board 1,000 barrels of oil that Captain Walker had purchased from a wreck on a previous voyage at a merely nominal price,† and stored there; thence he proceeded to Manila and shipped this oil to London. From Manila he cruised in the North Pacific Ocean, and in fifty-five days took 2,800 barrels of whale-oil. Of this he shipped to London from Manila 1,800 barrels, and also 40,000 pounds of bone. Cruising again he took 2,500 barrels of whale-oil and 35,000 pounds of bone. Captain Walker now put into San Francisco, sold 25,000 gallons of oil at \$1 per gallon, and the remainder (85,000 gallons) at 51 cents per gallon, and shipped \$12,500 worth of bone to New Bedford. While at San Francisco an offer of \$6,000 was made for the vessel. The gross amount of oil obtained was 5,300 barrels, and of bone 75,000 pounds. Summing up, then, the entire result of the voyage, we find:

Net profit on 1,000 barrels first shipped to London.....	\$9, 000
Net profit on catchings for first season	37, 500
Sales at San Francisco	73, 450
Value of bone shipped home	12, 500
Value of vessel at San Francisco.....	6, 000

138, 450

The *Envoy* was fitted at about \$8,000.

* The underwriters declined to insure her.

† Wrecked oil was sometimes purchased at from fifty cents to one dollar a barrel.

The year after the cruise of the *Superior* in the Arctic, 154 ships were whaling in that sea. These vessels took during that season (1849) 206,850 barrels of right-whale oil and 2,481,600 pounds of whalebone. The value of the ships and outfits was \$4,650,000, and the value of that season's catchings was \$3,419,622.

In 1853 the following more than ordinarily good voyages were reported at New Bedford: *Bark Favorite*, of Fairhaven, Captain Pierce, gone three years, with 300 barrels of sperm and 4,300 barrels of whale oil and 72,000 pounds of bone,* worth in the aggregate \$116,000; ship *Montreal*, of New Bedford, Capt. Frederick Fish, absent 32 months and 15 days, with 195 barrels sperm, 3,823 barrels whale-oil, and 31,700 pounds of bone, worth \$136,023.19; ship *Sheffield*, also of New Bedford, gone four years, with 7,000 barrels of whale-oil and 115,000 pounds of bone, worth \$124,000.

The *Pioneer*, of New London, Capt. Ebenezer Morgan, sailed from that port June 4, 1864, for the Davis Straits and Hudson's Bay fishery, valued, with her outfits, at \$35,800. On the 18th of September, 1865, she returned with 1,391 barrels of whale-oil and 22,650 pounds of bone, worth, at the current prices, \$150,060.† This voyage the people of New London claim to be the best ever made by an American whaler.

But success has not been confined to large vessels or to expensive voyages. In addition to the cruise of the *Cordelia*, of Provincetown, there are reported as making extraordinary voyages the following small vessels: The schooner *Admiral Blake*, of Sippican, Capt. B. B. Handy, in a voyage of two months and nine days (in 1854) took 250 barrels of sperm and 10 barrels of blackfish oil, worth, in all, \$11,000. The schooner *Altamaha*, of the same port, Capt. Consider Fisher, sailed in 1855, was gone six months and nine days, and returned with a cargo of 240 barrels of sperm and 8 barrels of blackfish oil, valued at \$13,500. She was worth, with her outfits, \$2,200, and after paying off her crew and refitting for another voyage the owners divided \$8,000. The schooner *James*, also of Sippican, Capt. B. B. Handy, sailed in 1856, and in a cruise of three months and a half obtained \$10,000 of oil (220 barrels sperm.)

Occasionally some piece of good fortune, out of the ordinary course of whaling success, is met with. Thus, in September, 1857, the schooner *Watchman*, of Nantucket, Capt. Chas. W. Hussey, sailed for an Atlantic Ocean cruise. She returned in August, 1858, having obtained 41 barrels of sperm and 386 barrels of whale oil, and 4 barrels of ambergris.‡ This last was sold for \$10,000, making the entire value of the voyage \$19,125.

So much for the cheering, sunny side of the picture. There is, however, a shadowy side, on which may be found heavy and disastrous

* Prior to the commencement of Polar whaling, the amount of bone taken bore to the number of barrels of whale-oil the proportion of 8 or 10 to 1. A vessel taking 2,000 barrels of whale-oil would be reasonably supposed to bring home (when they saved it) from 16,000 to 20,000 pounds of bone. But Arctic whaling destroyed all these calculations, for the bone was larger and the proportion yielded much greater.

† This was at a time when oil and bone commanded a good price.

‡ Ambergris is generally considered as a product of the rectum of a diseased whale.

losses, and financial ruin for many a merchant. Thus, of the 81 whalers expected to arrive in 1837, 53 made paying voyages, 8 made saving ones, 11 lost money, and 9 involved their owners in severe losses. A mutiny among the crew of the Clifford Wayne, of Fairhaven, necessitating her return to port, occasioned a loss of \$10,000 to those who invested in her.

The brig Emeline, of New Bedford, Captain Wood, sailed from port on the 11th of July, 1841. The captain was killed by a whale in July, 1842, and in September, 1843, the brig returned, bringing home only 10 barrels of oil as the result of a 26 months' cruise.

The Benjamin Rush, of Warren, Captain Munroe, sailed in October, 1852, for the Pacific Ocean. On the coast of Japan the captain and his boat's crew were lost by a whale. This, combined with the extremely poor success that had attended the vessel, had so discouraging an effect upon the crew that it was considered useless to prolong the voyage, and she returned to port under charge of the cooper in 1853, having obtained but 50 barrels of sperm-oil and 40 of whale. On her voyage she had circumnavigated the globe, and during the entire period sighted land but twice, the Cape de Verde Islands, outward-bound, and Trinidad on the passage home.

Of the 68 whalers expected to arrive in New Bedford and Fairhaven in 1858, 44 were calculated as making losing voyages, and the same proportion would apply to other ports. The estimated loss to owners during this year was at least \$1,000,000.

The net loss on 12 whaling schooners of the Provincetown fleet, which arrived in 1870, was \$36,000.

These are cases taken somewhat at random. Almost every year witnessed some misfortune, saw some persons impoverished by an unsuccessful termination of the venture in which their little all was invested.

Among the pursuits which grew out of the prosecution of the sperm-whale fishery was the manufacture of candles, which was at one time an important industry both home and commercial.

"The first manufactory of sperm candles in this country," says Macy,* "was established in Rhodé Island, a little previous to 1750, by Benjamin Crabb, an Englishman. His candle-house was burnt in 1750 or 1751." In 1750 the general court of Massachusetts granted to Benjamin Crabb, of Rehoboth, the sole right to make sperm candles in that colony for a term of years, on the ground that he and no other person had a knowledge of the art and he agreeing to instruct five of the inhabitants therein.† In 1753 Obadiah Brown built candle-works at Tockwotten, now

*Macy's Hist. Nant., p. 69. Mr. Macy must, for reasons enumerated in the succeeding note, be slightly in error in this date.

†Mass. Col. MSS., Manufactures, p. 369. The memorial does not seem to be on file. The documents relating to it are as follows:

"ANNO REGNI REGIS GEORGHII SECUNDI VICESIMO QUARTO: *An Act for Granting unto Benjamin Crabb the Sole priviledge of making Candles of Coarse Sperma Ceti Oyle:*

"Whereas Benjamin Crabb of Rehoboth in the County of Bristol has Represented

known as India Point, in Providence, and engaged Crabb to superintend the business. Brown manufactured that year about 300 barrels of spermaceti, which was nearly all that was saved separately from the body-oil, and not sent to England. Crabb proved less capable than Brown supposed, and the secret of refining was only acquired by Brown as the result of his own experiments.

In 1754 or '55, Moses Lopez engaged in the business in a small way, at Newport, followed soon after by Collins & Reveria, Aaron Lopez, John Maunsley & Co., Thomas Robinson, and others. In 1761 there were eight manufactories in New England and one in Philadelphia. These were: in Providence, Obadiah Brown & Co., the firm consisting of

to this Court that he (A) *has the Art of making Candles of Coarse Sperma Cæti Oyle* and has been at Great Expense in providing himself with proper Implements therefor and is Willing on due encouragement to undertake and Carry on that Business here and to Teach and Instruct Some of the Inhabitants of this province his Art Aforesaid, and this Court being Willing to Encourage an undertaking so likely to prove Beneficial to the province:—

“Therefore Be it Enacted by the Lient-Governour, Council And House of Representatives—That the said Benjamin Crabb and his Heirs shall and may have and enjoy the Sole use, Exercise and Benefit of making Candles of Course Sperma Cæti Oyle (B) *Within this province for Sale for the Term of Fourteen years next ensuing the publication of this Act provided he forthwith engage in and Carry on the Business Aforesaid within this province During that Term and Do Instruct Five of the Inhabitants of this province the Art Aforesaid Within Ten years after the publication of this Act—*

“And be it further Enacted by the Authority Aforesaid that no person or persons saving such only as shall first obtaine the Consent of the said Crabb or his Heirs signified under his or their hands shall Sell Within this province or Export out of it any Candles made of the Oyle (C) Aforesaid during the time the said Cobb And his Heirs are Entitled to the privilege Aforesaid other than Such as are made by the said Crabb his Heirs or Assigns on pain of Forfeiting Ten pounds For each offence.”

This bill passed its three readings on January 25, 1750, and was sent to the council for concurrence. On the 6th of February the council returned it with these amendments, viz: “Insert at A:—And no other Person in the Province has the Art of pressing, fluxing & chrystalizing of Sperma Cæti & course Sperma Cæti Oyle, and of making Candles of the same as so prepared. Insert at B:—So prepared untill the 31 day of May which shall be in the year of our Lord 1759 Provided that He do forthwith engage in & carry on the business aforesaid within this Province: and shall some time before the 31 day of May 1752 remove to some place within seven Miles of the Town of Boston & there set up Works suitable for carrying on the said Business; and shall then & there manufacture all such quantities of Oyl as can be procured fit for the purpose; and shall likewise within five years from the publication of this Act well & fully instruct five of the Inhabitants of this Province (two of whom shall be appointed by General Court if they see cause) in the Art aforesaid. Insert at C:—prepared as.”

(The amendments A and B would strike out the words italicized.)

The house concurred with amendment A, and returned the bill to the council, who, though first non-concurring, finally, on the 12th of Feb., 1750, agreed with the amended house-bill.

It will seem evident that this Benjamin Crabb and the one mentioned by Macy must be the same party, in which case he must have presented his petition late in 1749; and there is scarcely a chance that he was manufacturing in Rhode Island prior to 1750. There seems no means of knowing whether he ever pursued his occupation in Massachusetts or not. According to Macy it would appear that for some reason he did not accept the terms of the act.

Obadiah, Nicholas, Joseph, John and Moses Brown.* In Boston, Joseph Palmer & Co., consisting of Thomas Fluekar, Nathaniel Gorham, Joseph Palmer, Richard Cranch, and William Belcher. In Newport, which monopolized by far the largest share of this pursuit, were Thomas Robinson & Co., (William, Thomas, and Joseph Robinson, and William Richardson), Riveria & Co., (Henry Collins and Jacob Rod Reveria), Isaac Stelle & Co., (John Marodsley,† Isaac Stelle and John Slocum), Naphthali Hart & Co., (Naphthali, Samuel, Abraham, and Isaac Hart), Aaron Lopez and Moses Lopez. There was also, besides the Philadelphia firm, the name of which is not now accessible, one more manufactory, that of Edward Langdon & Son, which was probably located in Boston.‡

In 1761 Richard Cranch & Co. endeavored to associate the manufacturers for mutual protection in regard to the purchase of "head-matter" and the sale of manufactured stock. Such was the success of the project that the union was formed and articles drawn up and signed by all the above parties save Moses Lopez and the Philadelphians. The signers formed a general association under the name of "United Company of Spermaceti Chandlers." It was agreed to give positive orders to their agents not to give for head-matter more than £6 sterling per ton above the price of "common merchantable Spermaceti body brown oil," the price of the oil to be determined in all cases by the current prices paid by Boston merchants for the London market, and the members were debarred giving, either directly or indirectly, more than the above rate, or to receive any head-matter acknowledged by the seller to be pre-engaged. No commission exceeding 2½ per cent. was to be allowed to any factor; and if the price of head-matter should continue above the agreed price of the association, the members of the company agreed to fit out at least twelve vessels for whaling, each house furnishing and owning in the fleet equally; the number of vessels was to be increased from time to time as occasion required. No house was to manufacture for any parties not belonging to the association, and new partners could only be admitted by unanimous consent. Candles were not to be sold in New England at a less price than 1s. 10½d. sterling per pound, an additional shilling to be charged for each box made to contain 25 pounds.

The quantity of head-matter brought into New England was found insufficient to supply the number of factories already at work; and each member of the company was under obligation to do all in his power by fair and honorable means to prevent any increase of competition.

* The name of this firm was changed in 1763 to Nicholas Brown & Co. This account of the early sperm-candle factories is compiled from Macy's History of Nantucket, from a communication to the Providence Journal signed "M.," and from newspapers and memoranda of the time.

† Probably the same name as Macy spells Mansley.

‡ "M." says: "We cannot give the locality of this house." It is judged by the writer, however, to be located in Boston, from the fact that a few years later (in 1769) one John Langdon carried on the sale of sperm oil and the manufacture of candles in that town "in Fleet street, near the Old North Meeting House." In the same year candles of this kind are advertised as made by Russell & Howard, of Boston, and Daniel Jenckes & Co., of Providence.

Obadiah Brown & Co., with one or two others, were empowered to call a special meeting at Taunton if the influence of the whole company was required. Two general meetings were ordered, one for the first Tuesday in November, 1762, and the second for the first Tuesday in March, 1763. Expenses were to be apportioned *pro rata*, and at least one member from each firm was required to be present under a penalty of \$8 for neglect to attend. The absentees were to be bound by the unanimous vote of the company's representatives, and the association could be dissolved upon evidence under the hand of one credible witness that one or more members of the copartnership had broken the agreement.

At a meeting held in Providence on the 13th of April, 1763, some slight alterations were made in the agreement. Ten pounds sterling was the price to be paid for head-matter, and the members agreed to receive it only of following parties who were appointed the factors of the company: John & William Rotch, Sylvanus Hussey & Co., Folger & Gardner, Robert & Josiah Barker, Obed Hussey, Richard Mitchell, and Jonathan Burnell, of Nantucket; Benjamin Mason, of Newport; George Jackson, of Providence; and Henry Lloyd, of Boston. All such matter was, after the date of these revised articles, to be common stock, whether obtained by the company's or other vessels, and to be divided in the following proportion of parts to the hundred: Nicholas Brown & Co., 20 barrels; Joseph Palmer & Co., 14; Thomas Robinson & Co., 13; Aaron Lopez, 11; Rivera & Co., 11; Isaac Stelle & Co., 9; Naphthali Hart & Co., 9; the Philadelphians, 7;* Edward Langdon & Son, 4; Moses Lopez, 2.* The factors were to divide their purchases according to the above rule, and dishonorable conduct by any member in endeavoring to obtain an advantage over his fellow-partners entailed a forfeiture of the whole share.

John Slocum, Jacob Rod Rivera, Thomas Robinson, and Moses Brown were appointed to treat with the factors at Newport and Nantucket, John Brown with the one in Providence, and Joseph Palmer with the one in Boston. These gentlemen were to report to Nicholas Brown & Co., who were in turn to report to the other manufacturers.

There is no means at hand of arriving at the results of the partnership and manufacture; those enumerated were by far the principal parties engaged, though there were subsequently many others in Newport, Nantucket, and other towns with a large aggregate capital. The expense, says "M.,"[†] of a manufactory was trifling. The building was of wood, usually about 60 feet by 30 feet, one-half formed with 14-foot posts and used as a work-room, the other half with 8-foot posts and used as a shed. Building and utensils cost about \$1,000, and about 600 barrels of head-matter would be used up each year in such a factory.‡

The process of manufacture was so carefully kept a secret that it was not until 1772 that the people of Nantucket acquired sufficient knowl-

* By this agreement it would seem that the arrangement had become unanimous.

† See New Bedford Shipping-List, January 23, 1855.

‡ At the last report Newport did not have a candle factory worthy of the name.

edge to enable them to carry on the business there. In that year one of the most enterprising men of the island obtained the desired information and established a manufactory there, acquiring in the pursuit a large property. Others experimented and succeeded, and the business finally became one of very considerable importance. In 1792 ten such factories were in existence on the island.*

Probably the first candle-house in New Bedford was built very nearly coterminously with that in Nantucket. According to Ricketson,† Joseph Russell erected the first one, previously to the Revolution, near the corner of Center and Front streets, employing one Captain Chaffee, who had engaged in the manufacture of spermaceti in Lisbon, to take charge of the establishment, at the extravagant salary (for the times) of \$500. This building was destroyed by the British in their raid in September, 1778.

Among the exports of the colonies, including Newfoundland, Bahama, and Bermudas, in 1770 were sperm candles to the extent of 379,012 pounds, distributed as follows: To Great Britain, 4,865 pounds; to Ireland, 450 pounds; to the south of Europe, 14,167 pounds; to the West Indies, 351,625 pounds; and to Africa, 7,905 pounds. The total value of this branch of exports for that year was £23,688 4s. 6d., sterling.

The following table from Pitkin's Statistics‡ will show the exports of sperm candles from the United States from 1791 to 1815:

Year.	Pounds.	Year.	Pounds.
1791.....	182,400	1803.....	238,034
1792.....	157,520	1804.....	127,602
1793.....	235,600	1805.....	180,535
1794.....	214,960	1806.....	294,789
1795.....	240,720	1807.....	172,132
1796.....	221,903	1808.....	45,130
1797.....	\$130,438	1809.....	214,444
1798.....	144,149	1810.....	187,190
1799.....	240,301	1811.....	257,094
1800.....	181,321	1812.....	157,596
1801.....	290,666	1813.....	26,522
1802.....	135,627	1814.....	21,154

*The New Bedford Medley has, under date of Nantucket, November 30, 1792, an item to the following effect: "This day was cut from the loom the first piece of sail-cloth manufactured at the new duck factory. It employs more hands than the five rope-walks and ten sperm-candle works, which number there is here." The papers in January, 1793, reported canvas as being manufactured at Salem, Boston, and Nantucket, and another factory being about to be started at Newport, R. I. In the Mass. Col. MSS., Manufactures, pp. 295-6-7, are papers relating to the encouragement to be given by the general court to the manufacture of duck as carried on by John Powell of Boston (in 1727), and affidavits of captains of vessels the sails of which were made from canvas of Powell's make.

†Hist. New Bedford, p. 77.

‡Tables of Exports, Pitkin.

§The falling off of exports occurs chiefly in those years when European wars or national troubles make shippers cautious. In 1797 Hudson, N. Y., possessed one or more sperm-candle factories.

There are some incidents connected with this pursuit which may, perhaps, not inaptly be called the curiosities of whaling. Many of these are incorporated already in this work, and it may not be inappropriate to add a few more.

The Honolulu Commercial Advertiser in December, 1870, contained an account of a harpoon which was found in a whale captured by the ship Cornelius Howland, of New Bedford, then cruising in the North Pacific Ocean. It is the custom among whalers to have each iron stamped with initials designating the ship to which it belongs. This is done to prevent dispute in case it is necessary to waive the whale, or in case boats from two different ships lay claim to one which has been killed. While off Point Barrow the Cornelius Howland took a large polar whale, in the blubber of which was imbedded the head of a harpoon marked "A. G.," the wound made by it having healed over. This was presumed to have belonged to the bark Ansel Gibbs, also of New Bedford. But she was known to have been pursuing the fishery in Cumberland Inlet and its vicinity for some ten or eleven years previously. The obvious inference was that this whale must have found his way from ocean to ocean by some channel unknown to navigators, and that at some seasons of the year there must be an inter-ocean communication. The Advertiser adds, "We have heard before of instances where whales have been caught at Cumberland Inlet with harpoons in them, with which they have been struck in the Arctic Ocean, but we believe this is the first authenticated instance of a whale having been caught in the Arctic Ocean with a harpoon in it from the Davis Straits side."

Quite a number of instances are on record where irons have been recovered, several years after they had been carried off by escaping whales, by parties who were in the ships to which the harpoons belonged. Thus Cheever mentions the case* of Captain Bunker, commanding the ship Howard, of New Bedford, who struck a large whale in latitude $30^{\circ} 30'$ north, longitude 154° east. The whale escaped, taking the iron with him. About five years after, while in the same latitude, but 14° farther west, he made fast to and succeeded in securing a noble whale. Upon cutting him up, the identical iron lost five years before proved the whale also the same.

A more singular case yet was one reported to the editors of the New Bedford Standard, in 1865, when they were shown the head of an iron thrown into a whale in the Pacific Ocean, in 1802, from a boat from the ship Lion, of Nantucket, Peter Paddack commander. In 1815, Captain Paddack, then in command of the Lady Adams, also of Nantucket, captured the same whale, and recovered his long-lost harpoon.

The Milton, of New Bedford, in 1865 or 1866 took a whale that in spouting made a shrill sound like a steam-whistle. In cutting off the head the man who put his feet into the spout-holes got one of them cut.

* The Whale and his Captors, p. 157.

Upon examination it was found that a harpoon blade was run transversely through the breathing-holes, and the whistling sound was caused by the action of the escaping air against its edge. The iron was marked with the name of the *Central America*, which performed her last voyage fifteen years before the capture of this whale by the *Milton*.*

The amount of oil obtained is not always in proportion to the size of the whale. The conditions of leanness or corpulence are quite as applicable to them as to land animals. Sperm whales which yield 100 barrels are considered very large, but this yield is occasionally exceeded. Captain Davis, in his "*Nimrod of the Sea*,"† says: "The largest whale we took made 107 barrels. Its length was 79 feet; from the nose to the bunch of the neck 26 feet; thence to the hump 29 feet; from hump to tail 17 feet; length of tail 7 feet; breadth of tail 16 feet 6 inches; height at forehead 11 feet; width 9 feet 6 inches; girt at fin 41 feet 6 inches; at junction of tail 7 feet 9 inches; lower jaw 16 feet long and 41 inches in circumference at thick part. It had 51 teeth, the heaviest weighing 25 ounces. Blubber on back 18 inches; on side 12 to 15 inches; and belly 9 to 10 inches. The hump was 2 feet above the level. The case made 19 barrels; body 73½ barrels; junk 14½ barrels. Captain Sullivan, of the *James Arnold*, of New Bedford, off New Zealand, took in one voyage 8 whales that made over 100 barrels each, the largest yielding 137 barrels. The head of this made 52 barrels, and the case baled 27 barrels. It was 90 feet long; the flukes 18 feet in length, jaw 18 feet, case 22 feet, and the forehead 13½ feet high. During the same season and on the same ground, Captain Vincent, ship *Oneida*, of New Bedford, took ten sperm-whales, which stowed 1,140 barrels. Captain Norton, ship *Monka*,‡ of New Bedford, took on the off-shore ground a sperm-whale that stowed 145 barrels."

In 1853 it is said that the ship *Harvest*, of Nantucket, took a sperm whale which made 156 barrels of oil, exclusive of the jaw, which was lost by bad weather.§ In 1862 the *Ocmulgee*, of Edgartown, reported having taken a 130-barrel sperm whale, with a jaw measuring 28 feet in length. Captain Briggs, of the bark *Wave*, of New Bedford, reported that on the 2d of August, 1876, he took a sperm whale which made 162 barrels and 5 gallons of oil.||

The right whale is often taken with a much larger yield of oil, though its length of body is considerably less than that of the sperm whale. Another valuable product obtained from the right whale is the lining of the jaw, or bone.¶ This, as it usually runs, will average from 8 to 10

*New Bedford Shipping-List. Captain Hamblen, of the *Andrew Hicks*, of Westport, took, in 1871, from a sperm whale captured near the Gallipagos Islands an iron which belonged to the ship *Catawba*, of Nantucket, and had been lost 20 years previously. This was the second time Captain Hamblen had recovered a harpoon lost from the same ship—the first time the interval between loss and recovery being about 7 years.

† Page 188.

‡ Menkar.

§ New Bedford Shipping-List, 1871.

|| *Ibid.*, October 10, 1876.

¶ The use of bone was unknown in 1578. At present its uses are multifarious. Mr. John K. Andrews, a whalebone-worker in Boston, kindly furnishes the following list

pounds for each barrel of oil yielded. Thus, if a ship hails 3,000 barrels of right-whale oil, the probability is that she has also obtained from 25,000 to 30,000 pounds of bone. For quite a number of years the price of whalebone was so low that but few whalers would encumber their vessels with it, the space being of much greater value to fill with oil. When brought home it was worth but about 6 cents per pound. But the price of this commodity has been greatly enhanced. So varied and important are the uses to which it is put that it is extremely sensitive to the fluctuations caused by abundance or scarcity. Thus in the latter part of July, 1876, the price quoted was \$2.05 per pound. This was already high; but by the last of October news of disaster to the Arctic fleet sent the price up to \$2.50, and by the 1st of December it was quoted at \$3.* "Captain Sullivan and Captain Taber, both of New Bedford," says Davis, "speak of bone of the bow-head which measured 17 feet." As whales producing such length of bone yield usually about 3,000 pounds of it, besides their proportionate supply of oil, it is apparent that one such monster is a valuable prize.

"I should like," says the author of *The Nimrod of the Sea*, a veteran whaler, "to convey to the reader some idea of the dimensions of the creature from which such bone is taken. To do so is only possible by entering into the details of the various parts, with their sizes, and by comparison with objects familiar to the mind. The blubber, or blanket, of such a whale would carpet a room 22 yards long and 9 yards wide, averaging half a yard in thickness. * * * Set up a saw-log 2 feet in diameter and 20 feet in length for the ridge-pole of the room we propose to build; then raise it in the air 15 feet, and support it with pieces of timber 17 feet long, spread, say, 9 feet. This will make a room 9 feet

of the principal purposes to which it is put, viz: in the manufacture of whips, parasols, umbrellas, dresses, corsets, supporters of various kinds, caps, hats, suspenders, neck-stocks, canes, rosettes, cushions to billiard-tables, fishing-rods, divining-rods, bows, busks, fore-arm bows, probangs, tongue-scrapers, pen-holders, paper folders and cutters, graining-combs for painters, boot-shanks, shoe-horns, brushes, mattresses, &c.

* Page 380. Captain Davis, on p. 368, gives another description of the head of the right whale. The mouth, unlike that of his spermaceti relative, has no teeth, but instead is lined with some five or six hundred horny plates (better known as whalebone) attached to the upper jaw and extending from the throat to the end of the narrow roof. These plates are parallel, running transversely with the sides, about one-fourth of an inch apart, and terminating on the inner edge in a hairy fringe. It is these fringes that, interlacing, form the sieve or strainer through which the animal forces the water retaining within the meshes the minute food gathered as it swims along. The gullet is small; by some it is said to be too contracted to admit even a herring; but this statement Captain Davis, for obvious reasons, is not inclined to fully credit. The cavity of the mouth, when the lips are closed, exclusive of the tongue, is equal in capacity to 300 barrels, and the mass of the tongue may occupy 250 barrels, leaving about 50 barrels' capacity for a single mouthful of food-charged water. The ship *Sarah Sheafe* took a bow-head whale in 1857 that produced 100 barrels of oil and 3,000 pounds of bone; so it will be seen that the old formula of 10 pounds of bone to the barrel of oil does not apply to Arctic whaling. Small amounts of cut bone were sold in February, 1877, as high as \$6 per pound.

wide at the bottom, 2 feet wide at the peak, and 20 feet long, and will convey an idea of the upper jaw, the saw-log and slanting supports representing the bone. * * * These walls of bone are clasped by the white, blubbery lips, which at the bottom are 4 feet thick, tapering to a blunt edge, where they fit into a rebate sunk in the upper jaw. The throat is 4 feet thick, and is mainly blubber, interpenetrated by fibrous, muscular flesh. The lips and throat of a 250-barrel whale should yield 60 barrels of oil, and, with the supporting jaw-bones, will weigh as much as twenty-five oxen of 1,000 pounds each. Attached to the throat by a broad base is the enormous tongue,* the size of which can be better conceived by the fact that 25 barrels of oil have been taken from one. Such a tongue would equal in weight ten oxen. The spread of lips, as the whale plows through the fields of 'brit,'† is about 30 feet. Sometimes in feeding the whale turns on its side, so as to lay the longer axis of the cavity of the mouth horizontally. Keeping the lower lip closed, and the upper one thrown off, and standing perpendicularly, it scoops along just under the surface, where the 'brit' is always most densely packed. After thus sifting a track of the sea 15 feet wide and a quarter of a mile in length, the water foaming through the slatted bone, and packing the mollusks upon the hair-sieve, the whale raises the lower jaw; but still keeping the lips apart, it forces the spongy tongue into the cavity of the sieve, driving the water with great force through the spaces between the bone. Then, closing the lips, it disposes of the catch, and repeats the operation until satiated. * * * The tail of such a whale is about 25 feet broad and 6 feet deep, and is considerably more forked than that of the spermaceti. The point of juncture with the body is about 4 feet in diameter, the vertebra about 15 inches; the remainder of the small being packed with rope-like tendons from the size of a finger to that of a man's leg. The great rounded joint at the base of the skull gleams like an ivory sphere, nearly as large round as a carriage-wheel. Through the greatest blood-vessels, more than a foot in diameter, surges, at each pulsation of a heart as large as a hogshead, a torrent of barrels of blood heated to 104°. The respiratory canal is over 12 inches in diameter, through which the rush of air is as noisy as the exhaust-pipe of a thousand-horse-power steam-engine; and when the fatal wound is given, torrents of clotted blood are sputtered into the air over the nauseated hunters. In conclusion, the right whale has an eye scarcely larger than a cow's, and an ear that would scarcely admit a knitting-needle."

* This tongue and throat afford the most vulnerable point of attack to the killer-whales and sharks.

† This "brit" consists of little reddish, shrimp-shaped medusæ, which occur in prodigious numbers in various parts of the ocean, where they are carried by the currents. So numerous are they that Scoresby estimates that an area of two square miles contains 23,888,000,000,000,000 individuals. These being dependent upon the action of currents for their means of locomotion, Commodore Wilkes was led to locate upon his charts those places which would necessarily become the natural feeding-grounds of the whales, and hence the localities where they would be more certainly captured.

The Boston News-Letter for March 18, 1736, mentions a whale that was "lately killed near Cape Cod," which would make its owners £1,500. This must be either a very remarkable whale, or an equally surprising inaccuracy, for it necessitates a yield of at least 2,500 pounds of bone, worth £800 per ton, and about 290 barrels of oil, worth £14 per ton. Now in 1730 oil was worth £7 per ton, and in 1748 £14 per ton, while about 1760 bone was worth in England £500 per ton. It would seem probable that the whale was very large, and that the price during that year must have run extraordinarily high, for the News-Letter appears to be usually careful in its statements.*

Capt. John Howland, in a whaling-sloop from New Bedford, while cruising in the Straits of Belleisle just previously to the Revolution, took two whales which produced 400 barrels of oil, one of them producing 212 barrels.

In 1861 the General Pike, of New Bedford, took a whale on the Kodiak ground which stowed down 274 barrels of oil. In 1855 the ship Adeline, of New Bedford, took a whale in the Ochotsk which produced 250 barrels; the result of that day's work was worth \$5,000.

Naturally such immense creatures are possessed of strength; they likewise are endowed with speed and endurance. When struck they have been known, according to the Rev. Dr. Scoresby,† to descend *perpendicularly* from 4,200 to 4,800 feet, or nearly a mile. Captain Royce, who commanded the Superior in her first voyage into the Arctic, states that he has known a whale to take out 6,300 feet of line in sounding. He does not, however, mean that the whale sounded to that depth, since the line continues to be drawn from the boat even while the whale is rising, so that two-thirds of this number of feet for the perpendicular descent would probably be making a liberal estimate. The time usually occupied by whales in sounding varies from about half an hour for the right to about an hour and a half for the sperm whale.‡ A frightened whale will, according to the judgment of old whalers, go from 10 to 12 miles an hour; indeed, when first struck they frequently rush at the rate of from 20 to 25 miles an hour for a short time. Though often killed without extraordinary difficulty, yet their tenacity of life at times

* In an editorial in the Nantucket Inquirer & Mirror of February 17, 1877, the difficulty of correctly ascertaining the yield of a single whale is commented on. In a busy season it is no uncommon thing for a ship to "boil out" a thousand or even two thousand barrels of oil without "cooling down," and unless the most extraordinary care was exercised it would be hard to tell where one whale's yield ended and another began. The Honolulu Friend, in 1849, reported a whale taken by the Junior, of New Bedford, which produced 316 barrels of oil, and the same paper is the authority for the story of a whale seen by Captain Royce of the Superior, of Sag Harbor, that was so large they would not attempt his capture, because the strain on the mast in cutting in (if he was taken) would be so great. How well authenticated this story is, is not known, but unless the authority was above suspicion, the strain on one's imagination must be as disastrous as that on the mast would have been.

† Notes on Whales and Whaling, xviii.

‡ Nimrod of the Sea, Appendix A.

is surprising. Captain Malloy, of the bark *Osceola*, of New Bedford, mentions an instance,* where one of his boats struck a large sperm-whale from the waist-boat. Soon after the starboard boat fastened to him and got stove; a bomb-lance was then fired into him from the waist-boat, whereupon he turned upon her and stove her, knocking the bottom completely out. The ship picked up the swimming crews, and was then steered for the whale. On seeing his new antagonist he rushed at her, striking her on the bow, knocking off the cut-water with his head, and tearing the copper and sheathing from the bow with his jaw. The ship was again put into position and run for him. As she ranged alongside two bomb and two whale lances were fired into him. A boat was then lowered and two more bomb-lances were discharged into him without effect. It was night by this time, so the boat was called aboard and arrangements were made to hold the position of the ship during the night. Occasionally the infuriated monster could be heard fighting the fragments of boats, oars, &c. "Thus through the night," continues the journal, "he held his ground, although he had two lines (600 fathoms) towing on to the harpoons, five bombs exploded in him, and other wounds from lances." The next morning the attack was renewed with bomb-lances, and *thirty-one were fired into him before he was killed*. Many similar anecdotes could be related.†

A most singular trait of the sperm-whale is what is termed by whalemén "settling." At times when suddenly alarmed it will sink bodily in the water with the apparent rapidity of a lump of lead; so rapidly, in fact, that the mortified boat-steerer hauls in the harpoon which he has thrown but which failed to hit the object thrown at. This sudden sinking is unaccompanied by any change in the horizontal position, or any motion of the tail or fins, and seems to be adopted as a means of securing safety when there seems to be no time to round out and sound.‡

Another singular feature connected with the whale-fishery is the sudden coming and going of the objects of pursuit. According to Davis,§ their appearance and disappearance would seem somewhat periodical, as though perhaps certain phases of the moon were better than others for the prosecution of the fishery. At such times whales suddenly ap-

* *Ibid.*, p. 233.

† Scoresby (ii, p. 276) relates an instance in the experience of the English whaleship *Resolution*, where a whale was finally killed after a chase of nine miles, and after having carried off one boat (which was lost) and 10,440 yards or nearly six miles of line.

‡ P. 187. The thorough descriptions of whales, their habits, haunts, &c., given by Scammon and Davis, make extended comments unnecessary in this work.

§ P. 177. Schools of whales containing many individuals have, even within a comparatively late period, been seen and attacked in the Indian Ocean. The fishery there extends from Cape Leeuwin to Java Head, a distance of 1,600 miles. In 1838 the American and French whalemén took at one capture off Cape Leeuwin 10,000 barrels; in 1845 the Americans in one onslaught in Champion Bay took 6,000 barrels; in 1857 the American and French fleets, while off King George's Sound, took at one time 12,000 barrels.

pear and are plenty, and this season will be followed by a period in which none will be in sight.

In 1868 there appeared in the Flag of our Union a series of sketches entitled "Leaves from the Arethusa's Log," by William H. Macy, esq., a veteran whaler. Among them was one detailing the "raising," pursuit, and capture of a sperm-whale.* Being a life-like description of this event as it ordinarily occurs, it is, with the author's permission, transferred to this work:

"The next morning, having the first mast-head, I was in the foretop-gallant cross-trees at sunrise, thinking, of course, of the five-dollars' bounty all the way up the rigging.† The him outline of the peak was still visible, and the topsails of the Pandora just in sight, astern, the wind still continuing moderate at west-northwest, both ships steering south by west. As I looked astern, when I *first* got my footing aloft I caught sight of something like a small puff of steam or white smoke, rising a little and blowing off on the water. Looking intently at the same spot, after a short interval another puff rose like the former, satisfying me, from the descriptions I had heard, that some sort of whale was there, and I instinctively shouted, 'There she blows!'

"Where away?" hailed Mr. Johnson, who was just climbing the maintopmast rigging; "O, yes, I see him! sperm whale, I believe—hold on a bit till he blows again—yes—thar 'sh' blo-o-ows! large sperm whale! two points off the larboard! Blo-o-ows! headed to windward!"

"How far off?" shouted Mr. Grafton from the deck.

"Three miles! 'ere sh' blows!"

By this time the old man‡ was on deck and ready for action. "Call all hands out, Mr. Grafton! Hard a starboard there! Stand by to brace round the yards. Cook! get your breakfast down as fast as you can. Keep the run of him, there, aloft! Maintop bowline, boat-steerers! Sure it's a sperm whale, eh, Mr. Johnson? Steward! give me up the glass—I must make a cleet in the gangway for that glass soon. Muster 'em all up, Mr. Grafton, and get the lines in as fast as you can (mounting the shearpole). Sing out when we head right, Mr. Johnson! Mr. Grafton, you'll have to brace sharp up, I guess (just going over the maintop). See the Pandora, there? O, yes, I see her (half-way up the topmast-rigging). Confound him! he's heading just right to see the whale, too! ("There goes flukes!" shouted the mulatto.) Yes! yes! I see him—just in time to see him (swinging his leg over the topmast cross-trees), a noble fan, too! a buster! Haul aboard that maintack! We must have that fellow, Mr. Johnson. Steady-y! Keep her along just full and by. *We mustn't let the Pandora get him, either!*"

The Arethusa bent gracefully to the breeze, as, braced sharp on the port tack, she darted through the water as though instinctively snuffing

* "The First Whale." The series is soon to be published in book-form.

† It is sometimes the custom on whalers for the captain to offer some reward to the man who first "raised" or discovered whales.

‡ The term applied by the sailors to the captain.

her prey. The whale was one of those patriarchal old bulls, who are often found alone, and would probably stay down more than an hour before he would be seen again. Meantime, the two ships were rapidly nearing each other; and the Pandora's lookouts were not long in discovering that "something was up," as was evinced by her setting the main royal and foretopmast studding-sail, though they could not possibly have seen the whale yet. But the whale was apparently working slowly to windward, and the Pandora coming with a flowing sheet, all of which was much in her favor. The old man remained aloft, anxiously waiting the next rising, from time to time bailing the deck to know "what time it was?" and satisfying himself that the boats were in readiness, and breakfast served out to those who wanted it. As three-quarters of an hour passed, he grew more anxious and fidgety, shifting his legs about in the cross-trees and clutching the spy-glass in his nervous grasp.

"Are you all ready, Mr. Grafton?"

"Ay, ay, sir," answered the mate from the maintop, where he had mounted to get a look at the whale when he should rise again.

"Let them hoist and swing the boats."

"Ay, ay, sir."

"I think I saw a ripple then," said the second mate, from the topsail yard directly beneath him.

"Where?" demanded the captain.

"Four points off the lee bow."

"O! no, you didn't, he won't come there. He'll rise right ahead or a little on the weather bow. I don't think he'll go to windward—Good gracious! see that Pandora come down! She'll be right in the suds here directly! I think we've run far enough, eh, Mr. Grafton? Haul the mainsail up, then! and square the main-yard!"

Silence for a few minutes after this evolution was performed.

"He can't be far off when he comes up again. Look at the men old Worth has got aloft there, his cross-trees swarming, and every rattlin manned. Look sharp! all of ye! We must see that whale when he first breaks water. That helm eased down! Haul the foresail up! and let the jib-sheets flow a little more. It can't be possible that the whale has been up—no, we couldn't help seeing him, some of us—I *know* 'twas a sperm whale. I saw his fan; besides, there's Mr. Johnson—best eyes in the ship. What time is it there? An hour and ten minutes that whale has been down—a long-winded old dog! We shall have to wear around, I'm afraid we shall forge. Blo-o-ows! right ahead, not one mile off! Down, there, and lower away! Now, Mr. Grafton, work carefully—Mr. Dunham, too; if you don't strike this rising, spread your chances well, and don't crowd each other—but *don't you let the Pandora get him!*" The captain was by this time in the stern of his own boat. "All ready, Mr. Johnson? Where's Old Jeff.* at my midship oar? O, here you are, eh?"

* Every man has his place.

You ain't turned white yet—lower away! Cooper! Where's Cooper? * As soon as we are clear, wear round—*let run that davit fall!*—wear round and make a short board—haul up your tackle, boy. Keep to windward all you can, Cooper! Pull a little off the weather bow, Mr. Grafton, and then set your sail! Haul in these gipes towing over the quarter. By thunder, there's Worth's boats all down! coming with a fair wind, too! Out oars, lads."

The Pandora had luffed to, and dropped her boats a mile to windward, and they were coming down before the breeze, wing-and-wing, with their paddles flashing in the sunlight, and their immense jibs guyed out on the bow-oar as studding-sails, promising to stand about an equal chance for the whale with ourselves. The larboard boat, to which I belonged, proved the fastest of the three, and had a little the lead. After pulling a few quiet strokes to windward, Father Grafton set his sails, and, as he gave the order to "peak the oars and take the paddles," seemed as cool and calm as when engaged in the most ordinary duty on board. There was no confusion or bustle in his boat, but, with his practiced eye fixed upon the huge spermaceti, he kept encouraging us in a low, dry tone, as he conned the steering-oar with such skill that he seemed to do it without effort.†

* Usually the cooper is also head ship-keeper while the boats are down, if the captain is in one.

† Exciting scenes have often occurred where boats from rival ships contended for the prize, which by the law of whaling belongs to the first "fast" boat. Many years ago an English, a French, a Portuguese, and an American ship lay becalmed within a radius of a mile of each other in the South Pacific, when a whale was "raised." With a celerity peculiar to whaling, a boat from each ship was down and in pursuit. The American whaler is the only man who attends exclusively to his own duty; the oarsmen leave it to their officers to watch the whale and only attend to getting the boat through the water. Says the boat-steerer of the American boat in his account of the race: "Placing the palm of my left hand under the abaft oar, while with my right I guided the boat, and at each stroke threw a part of my weight against it, our boat would 'skim the water like a thing of life.' A few moments from the start brought us up with the Portuguese. The crews of the different ships witnessing the chase, the excitement was tremendous. Our shipmates cheered us as we came up with the first boat, and as we passed, the whale again made its appearance. Singing out to the men, 'There she blows! She's an eighty-barrel—right ahead. Give way, my boys!' &c., we were soon alongside the Frenchman. The Frenchman was too polite to oppose us, and we passed him with ease. The English boat was now about ten rods in advance, and the whale about one and three-fourths of a mile. Now came the trial. The English boat was manned by the same number of stout, active hands as our own, and, seeing us pass the other boats, their whole strength and force was put to the oar. We gained on them but slowly, and such was the excitement of the race that we were in danger of passing over where the whale had last 'blowed.' At this moment the English boat-steerer noticed the manner in which I had placed my left hand and weight against the oar. Instantly laying hold of his own in a like manner, his first effort broke it short at the lock. Thus disabled, he gave us a hearty curse as we shot past him like a meteor. We had been so excited with the race that we had lost sight of the whale. As luck would have it, at this instant she 'blowed' but a few rods ahead. In a moment we were fast, and 'all hands stern.' * * * That whale stowed us down

"Now, lads, you face round to paddle, you can all see him. I declare, he's a noble fellow—ninety barrels under his hide if there's a drop. Bunker, do you see that fellow? he's got a back like a ten-acre lot—paddle hard, lads,—if you miss him, go right overboard yourself, and don't come up again—long and strong stroke, boys, on your paddles. See that boat coming—that's Ray, the second-mate of the Pandora—three or four more spouts, and we'll have him—he's ours, sure! they can't get here in time—scratch hard, boys! don't hit your paddles on the gunwale. Stand up, Bunker, and get your jib-tack clear! Don't let them gally* you, if they shout in that boat."

"All right!" said his boat-steerer, with his eager hand resting on the iron pole, "Never fear, sir."

"Paddle hard, lads, a stroke or two. That's right, Bunker. Keep cool, my boy, keep cool, and make sure of him."

A wild and prolonged shout rang on the air from six sturdy pairs of lungs in the Pandora's waist-boat, as Mr. Ray, seeing that he was baffled, let fly his sheets and rounded to, a ship's length to windward. It was too late, however.

"All right," said Father Grafton, in the same dry, quiet tone, as before. "Hold your hand, Bunker. Hold your hand, boy, till you're past his hump—another shoot, lads—way enough, in paddles. Now, Bunker, give it to him. Down to your oars, the rest. Give him t'other one, boy! Well done! both irons to the hitches.† Hold water, all. Bear a hand, now, and roll up that sail. Wet line, Tom! wet line! Where's your bucket? All ready with your sail, Bunker? Let her come, then—all right. Come aft here, now, and let me get a dig at him."

The line was spinning round the loggerhead with a whizzing noise, and a smoking heat, as the huge leviathan, stung to the quick, darted down into the depths of the ocean. Bunker threw on the second round turn to check him, and jamming the bight of the line over the stern-

eighty-five barrels of oil, and shortened our voyage two months." (See *The Whale and his Captors*, p. 196.)

Another international race took place once in Delago Bay. A large whale was "raised" at the same moment by an English and an American ship, about equidistant from each, and immediately the boats were down. The English, having the lead, finding the American gaining, bore wide from the whale to throw their rivals on the outside. When, however, they both came, side by side, abreast of the whale, the English inside, of course, one of the American sailors sprang from his seat and darted his harpoon directly over the English boat, planting it clear to the socket in the whale's life, and the Englishmen, hastily releasing themselves from their perilous position, left the field to their American consins, while the shores of Delago Bay echoed with the cheers of the comrades of the victors. (*N. A. Review*, 1834.)

*Mr. Macy thinks this word may be a corruption of the obsolete verb *gallow*, to be found in old writers. Thus Shakespeare says, in *King Lear*, "The wrathful skies gal-low the deep wanderers of the dark."

†It sometimes happens that as the iron is thrown, the whale "bows," and the harpoon striking in the concave against what is called "slack blubber" fails to penetrate. (See *Nimrod of the Sea*, p. 378.)

sheets, watched it carefully as it flew through his grasp; while the mate cleared his lance, and got ready to renew the attack. Every moment his anxiety increased as he kept turning his head, and looking at the tub of line, rapidly settling, as the whale ran it out, "I declare, I believe he'll take all my line. Blacksmith! pass along the drug!* Check him hard, Bunker!" then, seeing the other boats near at hand, he opened his throat, and, for the first time, we learned the power of Father Grafton's lungs.

"Spring hard, Mr. Dunham! I want your line! Cast off your craft, and stand by to throw your line to me! Spring hard! *Do!*"

The ash sticks in the waist-boat were doing their best, as the loud "Ay, ay!" was borne back o'er the water from Dunham, while the old man could be seen in the rear of the picture wildly straining every nerve to be "in at the death," and heaving desperately at the after oar, with his hat off, his hair flying loosely in the breeze, and his whole frame writhing with eager excitement. Our line was going, going; already there was but one flake in the tub, when the waist-boat ranged up on our quarter, and Fisher, with the coil gathered in his hand, whirled it over his head, making ready for a cast.† At this instant his strain was suddenly relieved, and the line slackened up.

"Never mind!" roared Mr. Grafton. "Hold on, Fisher. All right, he's coming. Never mind your line, Mr. Dunham, he's coming up! Pull ahead and get fast! Get a lance at him if you can! Haul line, *us!* Face round here all of ye, and haul line! Careful, Bunker, about coiling down.‡ He'll be up now, in a minute; haul lively!"

The waist-boat had shot ahead under a fresh impulse of her own, and the captain came drawing up abreast of the fast boat.

"Are you well fast, Mr. Grafton?" "Ay, ay, sir; both irons chock to the socket." "That's the talk. Got 'most all your line, hasn't he?" "Yes, sir." "Well, gather in as fast as you can. Spring hard, *us!* Spring! I want to grease a lance in that fish. There he is; up," he shouted, as the tortured monster broke water, showing his whole head out in his agony, and started to windward.

Fisher had bent on his craft again, and was about two ship's lengths from the whale when he rose.

"Haul quick, my lads," said the mate, "and get this stray line in. There's Mr. Dunham going on, and the old man will be with him in a minute. There he brings to!" as the whale suddenly stopped short in his mad career, and lay swashing up and down, as if rallying his strength for a fresh effort.

*Drag.

†In taking the second boat's line the upper end is made fast to the lower end of the line of the "fast" boat, which then becomes the "loose" one, and the second boat takes the place of the first.

‡In hauling in the line from a fast whale it is not recoiled in the tub, but in the boat. The utmost care is, however, necessary in this coiling, for if occasion demands it must run out as freely the second time as from the tub.

"There's 'stand up' in the waist-boat! There he darts! Hurrah! two boats fast. Haul lively, *us*, and get this line in!"

His whaleship seemed staggered by this accumulation of cold iron in his system, and lay wallowing in the trough of the waves. It was a critical moment for him; for Mr. Dunham was getting his lance on the half-cock, ready for darting, and as the whale suddenly "milled short round" to pass across the head of his boat, the young man saw his advantage, and cried, "Pull ahead! Pull ahead,* and we'll get a 'set' on him! Lay forward, Fisher! Lay forward hard, my lad! right on for his fin! Pull ahead! So, way enough—hold water, all;" and, driven by a strong arm, the sharp lance entered his "life," its bright shank disappearing till the pole brought it up.

"Hold her so!" said the second mate. "Way enough! just hold her so till he rises again!" as the whale hollowed his back under the sea, now crimsoned with his life-tide, and again rising, received the lance anew in his vitals; but the first "set" was enough, and the gush of clotted blood from his spiracle told how effectually it had done its work.

"There," said Father Grafton, who had just got his line gathered in and was ready to renew the assault, "there's the red flag flying at his nose. Blacksmith, we may as well put up our lance, we sha'n't want it to-day. Well done, Mr. Dunham. Thick as tar the first lance. Hold on line, Bunker! heave on a turn!" as the whale, making a dying effort, started up to windward, passing among the Pandora's boats within easy hail.

"Give us your warp, Pitman, if you want a tow," said Bunker, in passing, to Mr. Ray's boat-steerer.

"Every dog has his day," growled Pitman in reply.

* It sometimes happens that it is desirable to draw up alongside the whale while fast to him, the more effectually to use the lance. This operation is thus described: "Having hauled as well forward as the position of the harpoon will admit, the boat-header reaches over the bows, and, taking hold of the line forward of the *chocks*, brings it around outside the boat, then giving it into the hands of the bow-oarsman, who has faced forward on his thwart. Now, as the man hauls on the line, the direction of strain is oblique, well back on the bow, and the course of the boat becomes parallel with that of the whale a few feet distance from him. The boat-header then has his chance to ply the lance with deadly effect. If the harpoon is well forward of the hump of the whale, the boat will run in comparative safety, as the strokes of the tail will be behind the boat, and the swing of the jaw in front. As long as the whale continues running in a straight course on the surface, the persistent boat will cling behind his fin as a bull-dog will to the nose of an ox. His only escape is to run deep, or, by suddenly *milling* or turning, to bring the boat in reach of jaws or flukes. The duty of the bow-oarsman is arduous when the whale is running fast, or there is a high sea. By his own strength he must keep the boat in its position, though drenched with the flying spray from the bow. Should the strain wrench the wet line through his burned hands, the blessings of the excited boat-header are poured on his head with a vigor heard only in the rushing hiss of this 'Nantucket sleigh-ride.'" (Nimrod of the Sea, p. 142.)

"Yes. Come aboard to-morrow ; I'll give you a scrap for luck."

The whale went in his flurry* and turned up nearly under the stern of the Pandora, as she luffed to for her boats ; but Captain Worth could not afford to lose the breeze long, and, by the time the last boat was on the cranes, his helm was up and his mizzen-topsail shivering. The old ship fell off to her former course, and, setting her royal and studding sails, left her more fortunate consort "alone in her glory."

H.—INTRODUCTORY TO RETURNS.

In making up these reports many difficulties occur.

1st. In the earlier years, in fact down to about the years 1844-'45, the reports of the amount of bone taken were only occasional. Most of that commodity was imported prior to 1840 in New London and Sag Harbor ships, its value being so low that captains of vessels from many of the other ports did not care to be encumbered with it. For this reason a large amount of bone was brought home which it is impossible to properly accredit.

2d. Oil and bone were frequently sold by vessels in foreign ports to pay for repairs, of which no account appears.

3d. Much oil and bone came home as freight which was not recorded in the shipping journals, and hence does not appear in the record. In many cases where it was recorded the return was made in the name of some shipping agent and not of the vessel. Where one man or one firm acted as agent for from two to ten ships proper credit was impossible. Again, many cases occur where two and occasional cases where even three vessels of the same name sail from the same port. Where a credit to them is made, it must be made, unless the vessel is carefully specified, according to the best judgment of the compiler.

4th. Oil is sent home in casks and bone in bundles, and in many cases is returned in that form. Now casks hold from two to eight barrels, and bundles of bone are of various sizes. The estimate in such cases has been founded on $4\frac{1}{2}$ barrels to the cask, and 90 pounds to the bundle.

Abbreviations used : A. O. or Atl., Atlantic Ocean ; C. G. H., Cape of Good Hope ; P. or P. O., Pacific Ocean ; Brazil, B. B., or B. Banks, Brazil Banks ; Woolwich, Woolwich Bay ; Falk., Falkland Islands ; W. I., W. Ind. or West Ind., West Indies ; Peru or Chili, coast of Peru or coast

* The head rises and falls, and the flukes strike the surface in rapid succession. With great force it will rapidly swim in a large circle, sometimes passing two or three times around, and then closing the circuit by rolling on its side, dead. This is termed the "flurry," and the ending of the tragedy is "fin out." (Nimrod of the Sea, p. 177.) The food of the sperm whale consists principally of squid, and in the agonies of his "flurry" he often throws up immense pieces of undigested food, pieces half as large as a whale-boat are frequently seen, and these seem to be mere fragments of the immense marine monster to which they formerly belonged. Mr. Joseph Swain, of Nantucket, relates an instance where a piece of shark several feet long was similarly vomited up in the death-struggle of a sperm whale.

of Chili; S. A. or S. Atl., South Atlantic; Africa, coast of Africa; S. S. or S. Seas, South Seas; Pat., coast of Patagonia; South Coast, along the edge of the Gulf Stream; Delago, Delago Bay; W. Ilds., West. Ilds., or C. de V., Cape de Verdes or Western Islands; East coast or East shore, that part of the African coast; Shoals, Nantucket Shoals; Guinea or Japan, the coasts of those countries; N. W., Northwest coast of America; N. P., North Pacific; S. P., South Pacific; Ind., Indian Ocean; N. Z., New Zealand; Des., Desolation Islands; Cum. In., Cumberland Inlet; Hud. Bay, Hudson Bay.

I.—RETURNS OF WHALING-VESSELS, SAILING FROM AMERICAN PORTS, SINCE THE YEAR 1715.

1715.

Six sloops sailed from Nantucket of from 30 to 40 tons burden each, returning with cargoes amounting to 600 barrels of oil and 11,000 pounds of bone, and valued at £1,100 sterling. This number was probably for some years pretty constant.*

1722.

In 1722, the sloop ———, of Nantucket, Elisha Coffin master, was lost at sea with all on board.

1723.

Among the vessels sailing this year was one from Rhode Island, commanded by William Bennett, and a sloop from Nantucket, commanded by Nathan Skiff. Bennett brought into Rhode Island the largest sperm whale ever seen in Rhode Island up to that date (May, 1723). He obtained from it 18 barrels of head matter and from 40 to 50 barrels of body oil, and reported that he might have obtained one-third more from the head if the weather had been favorable. The account concludes: "This spring our vessels have brought eight whales into this port."† The sloop reported from Nantucket was captured by the pirate Low, her captain killed, two Indians carried away, and the balance of the crew sent adrift in the two boats with no sustenance save water. They arrived safely in Nantucket, however.‡

1730.

Twenty-five vessels, from 38 to 50 tons burden each, sailed from Nantucket and obtained 3,700 barrels of oil, valued at £7 per ton, £3,200.

1731.

Among the vessels sailing this year was a sloop from Nantucket, of which Thomas Hathaway was commander, and which was lost with all on board. The sloop Pelican, of Newport, Benjamin Thurston, owner, made a voyage, returning with 114 barrels oil, 200 pounds bone.

1732.

A vessel, commanded by a Captain Atkins, made a whaling-voyage to Davis's Straits, going as far as 66° north. This was probably the first voyage to this locality from the Colonies.

* It must be remembered that these lists, up to the year 1815, are entirely made up from newspaper reports and sundry scraps of information gathered here and there.

† Boston News-Letter.

‡ *Ibid.*

1733.

Lot Thatcher, son of Major Thatcher, of Barnstable, was drowned while on a whaling-voyage, probably in a Barnstable vessel. A whale was taken in the Bay of Fundy by a Captain Hussey, and brought into Boston in August.

1736.

In March whaling-vessels commanded by the following men cleared from the port of Boston:* James Smalley and Daniel Smalley (for Greenland). In April, Doty, Doane & Mayo (for Greenland); Jenkins, Myrick, Doane, Langstaff, Lombard, Dimock, Rider, Doane, and Davis (Davis's Straits). In May, Yeates (Davis's Straits). In August, a whaling-schooner arrived at Nantucket from the northward with three large whales, one of them "twelve-foot bone."† In the same month Captain Langstaff returned from Davis's Straits to Cape Cod. While in the straits he struck a large whale which stove his boat, breaking an arm and a leg (in two places) of one of the crew, and injuring less seriously four others. A day or two after they fell in with a Dutch ship which had a surgeon on board, who set the broken bones and dressed the wounds. Captain Langstaff took two whales besides this troublesome one, one before, and the other after the accident. In September, Dimock, Barker, Dimock (No. 2), Myrick, Jenkins, Lombard, and Langstaff (No. 2), arrived home.

1737.

In February there cleared from the port of Boston for Davis's Straits, Rider & Webster. In March, Rider (No. 2), Adams, Doane, Lombard, Mayo, Crowell, Davis, Strout, Crawford, Glargon, Smalley, Doty, Freeman, and Mayo (No. 2). In April, Dimock, Bangs, Taylor, Gorham, Somes, Daniel Gorham, West, Doane, (No. 2), Paddock, Snow, White, Underwood, Smith, Small, Vickery, Small (No. 2), Higgins, Vickery (No. 2), Bickford, and Smith (No. 2)‡. In May, Black, Rust, Cudworth, and Oakley—in all 40.

Captain Atherton Hough arrived at Eastham from a whaling-voyage to Davis's Straits in August. There also entered at Boston from the same locality—in August, Captains Paddock, Smalley, Isaac Smalley, Somes, and Smith; in September, Clift, Mayo, Lombard, Watts, Doty, Robert Mayo, Vickery, Bickford, Bayly,§ Haugh, Mayo, Gorum, Bacon, Snow, Russell, Oakley, Taylor, and Dimock; in October, Hussey and White. (The Davis's Straits fleet from Massachusetts alone in this year must have consisted of between 50 and 60 vessels.)

* Boston was the port of entry for nearly the whole State. Vessels from Dartmouth and vicinity usually cleared from and entered at Newport, and Nantucket vessels, before that port was made one of entry, cleared sometimes from Newport and sometimes from Boston. The names of captains and not of vessels are given.

† Referring to the length of the slabs.

‡ A dozen whaling-vessels, says the Boston News-Letter, are fitting for Davis Straits from Provincetown (1737). "So many people are going that not over a dozen or fourteen men will be left."

§ The spelling is as per report.

1738.

Cleared from Boston for Davis's Straits in March, Stephen Snow, Prince Snow, John Gorham, Benjamin Gorham, Strout, Elisha Mayo, Robert Mayo, John Smalley, Elisha Smalley, Doane, and Hatch; in April, White and Howland.

Entered at Boston from Davis's Straits, in August, Mayo, White, and Smalley; in September, Smalley (No. 2); in November, Bennett and Gorham. The Davis's Straits fishery yielded excellent returns.

Joseph Chase also made a whaling voyage from Martha's Vineyard in the sloop Diamond, 40 tons burden.

1739.

Cleared at Boston in April for Davis's Straits, Captain White. Entered at Boston from Davis's Straits, Small, Robbins, Doty, Mayo, White, and Smalley (August), Sears (September), and Gorham (November).^{*} James Claghorn in the sloop Leopard (40 tons), and Jos. Chase in the sloop Diamond, also made whaling-voyages from Martha's Vineyard.

1740.

Cleared at Boston in March for Davis's Straits, Mayo. Sailed from Martha's Vineyard, sloop Leopard, Claghorn master. A whaleman on the Banks having lowered for whales, his boat was attacked by a sperm whale and stove into kindling-wood. The crew were rescued unharmed, by another boat, to which also the whale immediately gave chase, but by dint of hard rowing the fate of its predecessor was avoided.

1741.

The sloop ———, Capt. Solomon Sturgis, sailed from Barnstable, whaling. The sloop was captured by a Spanish privateer under command of Don Francisco Lewis. Sturgis and eight of his men were allowed to leave, and the vessel with four men was carried away. The sloop Leopard, Claghorn, made another voyage from Martha's Vineyard.

1742.

Sloop Humbird, John Harper master, made a voyage from Martha's Vineyard. Sloop ———, Daniel Paddock master, sailed from Nantucket and was lost.

1744.

A whaleman from Nantucket was captured by a French privateer. Sloop Susannah, 55 tons burden, made a voyage from Martha's Vineyard.

^{*} At this very time the English papers were remarking the success of the Dutch in the Greenland fishery, and saying, "It is surprising that such Instances of the prodigious Advantage of the Greenland Fishery should not push the English to more vigorously pursue it." See item in Boston News-Letter, dated Newcastle, July 23.

1746.

A whaling-vessel, presumably from Martha's Vineyard, was taken by a French man-of-war near Newfoundland,* and a sloop from Nantucket was taken by a French privateer, released and subsequently captured by a Spanish privateer and put in charge of a prize crew, who being unable to navigate her, turned her over to the prisoners and by them she was carried into Philadelphia.

1747.

Among the whaling-fleet of this year there sailed a schooner from Boston, ———, Mayo master, and a sloop from Nantucket, Peter Bunker master. These two vessels were captured by a Spanish privateer off the Capes of Virginia. The sloop was ransomed for \$800 and a brother of the captain was detained by the Spaniard as security.

1748.

Sixty vessels, of from 50 to 75 tons burden each, sailed from Nantucket, returning with 11,250 barrels of oil, valued at £14 per ton, £19,684.

1750.

In August Captain Atkins entered at Boston from Davis's Straits.

1751.

Sloop Experiment made a whaling voyage from Williamsburg, Va., along the coast, returning early in May with a valuable whale.

1752.

A vessel of 75 tons burden, owned by John Newman and Timothy Coffin, of Martha's Vineyard, made a whaling voyage; also one of 55 tons owned by John Norton, esq., and others of the same place, made another.

1753.

The two vessels which sailed from Martha's Vineyard last year sailed again this. The former, which was commanded by Coffin himself, was captured off the Grand Banks by a French vessel and Coffin was killed. The latter, under the command of Christopher Beette, was lost on the coast of Carolina.

1754.

Two whalemens off the Capes of Virginia were struck by lightning, and two men killed on board one of them.

1755.

Three sloops from Nantucket, commanded respectively by John Starbuck, Jonathan Coffin, and Peter Bunker, were lost while whaling.

* The Boston News-Letter of February 26, 1746, says: Two men arrived at Martinico who were whaling near Newfoundland, and were taken by a French man-of-war and carried to Chebueta, thence sent to Canada.

1756.

Eighty vessels, of an average of 75 tons burden, pursued the business from Nantucket this year. Of these, three, commanded respectively by Christopher Coffin, Peleg Coffin 2d, and Nathan Daggett, were lost, and six others, under Captains Henry Coffin, Jonathan Coffin 2d, Seth Hussey, Nathaniel Coleman 2d, William Barnard, and Josiah Gorham, were captured by the French. (One of those captured was said to have had 600 barrels of oil on board.) The returning vessels brought in 12,000 barrels of oil, valued at £18 per ton, £27,600. In September, Captain Smith entered at Boston from Davis Straits.

1757.

Capt. Nathaniel Woodbury, in a whaling-sloop from Nantucket, was captured by the French privateer *Revenge*, about the middle of August, east of the Grand Bank. He had no oil on board at the time, and his vessel was restored to him with the warning that another privateer was cruising in that vicinity. Woodbury immediately made the best of his way to Nantucket, arriving there early in September.

1758.

Two whaling-sloops were captured this year by a privateer brig from Mississippi, and the sloop *Industry*, Isaiah Eldredge, master,* was captured by a French privateer.

1760.

A whaling-vessel from Nantucket was captured by a French privateer sloop of 12 guns, but released after the Frenchman had put on board of her the crew of sloop ———, Luce master, which they had taken full of oil a few days before, and burned. Another privateer, mounting 14 guns, took several whalemens; one of them was ransomed for \$400, and the crews of all put on board of her and landed at Newport. Sloop *Polly* (65 tons), of Martha's Vineyard, owned by John Norton, esq. and others, made a voyage from that port. The sloops *Goodluck*, *Dolphin*, and *Success*, owned by Jos. Conkling, John Foster, and others, are said to have sailed from Sag Harbor, in this pursuit, to Disco Island.

1761.

Ten vessels, of from 70 to 90 tons burden each, cleared from Massachusetts for the St. Lawrence fishery. Names of captains engaged in the fishery, so far as are now known,† John Clasby, Seth Folger, ——— Jenkins, ——— Dunham, ——— Allen, ——— Pease, Thomas Gibbs, John Akin, Ephraim Delano, Thomas Nye, ——— Shearman.

* Probably from Dartmouth.

† From the log of the *Betsy*. See Ricketson's History of New Bedford.

1762.

Seventy-eight vessels cleared this year for the whaling-grounds. Of these 50 went to the Gulf of St. Lawrence. The produce of the fishery was 9,440 barrels of oil, valued at \$102,518.40. A schooner, ——— Bickford master, was lost on Seal Islands. The sloop Polly, from Martha's Vineyard, was lost while whaling at the southward, and her crew of thirteen men perished with her. A sloop from Nantucket was taken by a privateer while whaling near the Gulf Stream. Among the captains who sailed were, Shubael Bunker, Benjamin Paddock, Henry Folger, and Nathan Coffin.

1763.

More than 80 vessels sailed this year from Massachusetts for the Gulf of St. Lawrence.

1764.

Seventy-two vessels sailed this year, returning with 11,983 barrels of oil, valued at \$131,135.38. One of these vessels was commanded by Jonathan Negers, of Dartmouth. While fast to one whale the boat which Captain Negers headed was struck by a second, and the captain received injuries from which he died a few days after. A brig from Nantucket, Solomon Gardner, master, was lost.

1765.

One hundred and one vessels sailed in 1765, and the produce was 11,512 barrels of oil, valued at \$125,020.32. A new whaling-sloop from Dartmouth was run down and sunk by another whaleman from the same port. The majority of the vessels fished in the Gulf of St. Lawrence and Straits of Belleisle.

1766.

One hundred and eighteen vessels, of an average of 75 tons each, went whaling from Nantucket, producing 11,969 barrels of oil, valued at \$129,983.24. Captain Peter Wells arrived at Boston, August 18, and between September 25 and October 2 quite a number of whalers arrived at the same port. From one of them the son of the captain (Clark) was lost while striking a sperm-whale off George's Banks. Several vessels also sailed from Warren, R. I., most of them going southward, and one of them from the Western Islands, bringing in over 300 barrels of oil. Newport sent some vessels too.

1767.

Nantucket sent 108 vessels, averaging 75 tons each, producing 16,561 barrels of oil, worth \$179,852.46. Two sloops, one commanded by Captain Coleman and the other by Captain Coffin, both of Nantucket, were lost in the Straits of Belleisle.

1768.

The fleet from Nantucket consisted of 125 vessels, of an average of 75 tons, returning with 15,439 barrels of oil, worth \$167,667.54.* (In addition to these a large number of vessels sailed from Boston, Cape Cod, Dartmouth, Providence, Warren, Newport, and other ports.) One sloop sailed from New York in April. The names of the captains of vessels in the northern fishery, so far as can be ascertained, are as follows: Joseph Tripp, Benjamin Jenney, Salathiel Eldridge, Isaiah Eldridge, and Fortunatus Sherman, of Dartmouth; Phineas Fish and Nathaniel Allen, of Falmouth; ——— White, of Cape Cod; Dillingham and Peter Welding, of Boston; and Louis Taber, Gamaliel Spooner, Thomas Paine, Jeguthan Hammond, Benjamin Young, John Howland, Daniel Hussey, ——— Nye, ——— Meader, Nathaniel Delano, Ephraim Delano, William Russell, Elisha Cushman, Christopher Hopkins, David Snow, Elijah Crocker, John Akin, Daniel Ricketson, John Howland, Seth Folger, Abishai Folger, Shubael Weeks, Alexander Gardner, ——— Butler, ——— Luce, ——— Batty, ——— Clarke, John Clasby, ——— Anthony, George Smith, Solomon Hatch, and Benjamin Barnard.

1769.

One hundred and nineteen vessels engaged in whaling from Nantucket, producing 19,140 barrels of oil, valued at \$462,996.60. The names of the captains commanding in the northern fleet, so far as can be ascertained, are Isaiah Eldridge, ——— Delano, Joseph Tripp, James Coffin, Melatiah Pease, Lemuel Jenkins, Benjamin Dillingham, Fortunatus Sherman, and Thomas Marshall, of Dartmouth; Joseph Coleman, Nathaniel Coleman, Seth Coleman, William Long, Benjamin Chase, Jonathan Coffin, Solomon Folger, Benjamin Jenkins, John Woodbury, Matthew Barnard, and Joseph Garduer, of Nantucket; Edmund Conkling, Joseph Conkling, and John Squires, Long Island; Richard Whelden, Rufus Fish, Barachian Bassett, and Shubael Weeks, Falmouth; Samuel Whippley, New York; Gilbert Nash and Thomas White, Boston; Silas Snow and Joshua Harding, Cape Cod; and Benjamin Stratton, of Sandwich. In addition to the foregoing, Captains Butler, Wass, Strange, Sears, Pease, Coffin, Norton, Edmonds, Wheldon, and Daggett sailed from Providence, most of them sailing to the southward; Captain Grinnell sailed from Warren; and Capt. William Reade made a voyage in sloop Hampton, from Newport to the Western Islands grounds, obtaining 130 barrels of oil.†

1770.

Nantucket sent 125 vessels, of an average of 93 tons each, to both the northern and southern whaling-grounds; the produce being 14,331 barrels of oil, valued at \$358,200. Probably fully as many more sailed from

* The Boston News-Letter, in its dispatches from New York, under date of April 20, 1768, says, "it is understood that the people of the island of Nantucket alone took oil and bone last season to the value of £70,000."

† Captain Strange took 200 barrels. Probably the total yield *exclusive of Nantucks* would exceed 6,000 barrels.

all the other ports combined, and probably the yield was about the same. Among the captains were the following, sailing most of them to Davis Straits and the Straits of Belleisle: Isaiah Eldredge (in sloop Tryall), ——— Delano, Seth Hamblin, Lazarus Spooner, Fortunatus Sherman, ——— Dillingham, and Joseph Tripp, of Dartmouth; James Fitch, Abishai Folger, Benjamin Jenkins, George Smith, Jethro Myrick, George Russell, Samuel Long, Abraham Pease, William Worth, Richard Coffin, and Benjamin Hussey, of Nantucket; Joshua Harding, of Cape Cod; Thomas Wiccum,* of New London; and Nailor Hatch, Cornelius Jenney, Francis Chase, Nymphas Price, Robert Gardner, and Zadock Lewis, unknown.

From 1770 to 1775 the state of the whale-fishery from Massachusetts was nearly as follows:†

Ports from which vessels sailed.	Number of vessels fitted annually for the northern fishery.	Tonnage.	Vessels fitted annually for southern fishery.	Tonnage.	Total number of seamen employed.	Barrels of sperm-oil taken annually.	Barrels of right-whale oil taken annually.
Nantucket	65	4,875	85	10,200	2,025	26,000	4,000
Wellfleet	20	1,600	10	1,000	430	2,250	1,250
Dartmouth	60	4,500	20	2,000	1,040	7,200	1,400
Lynn	1	75	1	120	28	200	100
Martha's Vineyard	12	720	.....	.....	156	900	300
Barnstable	2	150	.....	.....	26	240	.....
Boston	15	1,300	5	700	260	1,600	600
Falmouth, Cape Cod	4	300	.....	.....	52	400	.....
Swansey	4	300	.....	.....	52	400	.....
Total	183	13,820	121	14,020	4,059	39,390	7,650

To this estimate must be added for Providence, Newport, Warren, Sag Harbor, New London, New York, about 50 vessels more, and the proportion carried through would add 4,600 tons of shipping, 450 men to the number of seamen, 6,500 barrels of sperm and 1,200 of whale oil to the above total.

The names of such of the captains as are known are as follows:

For 1771: Joshua Delano (sloop Defiance of Rochester), Eldridge, Jenney, Peter Fitch, Uriah Bunker, Caleb Lombard, Richard Whelden,

* Wiggin.

† "No less than 19 Sail of Vessels were cleared for a Whaling Voyage from Rhode Island the week before last."—Boston News-Letter, May 21, 1770. The sloop Marquis of Granby, Pelatiah Russell, master, is reported in February, 1770, at Cape St. Nicholas Mole with 170 barrels of oil, her crew of Indians having run off with one boat and craft. The sloop Deliverance, Marchant, of Dartmouth, in two voyages this year took 360 barrels. John Claghorn, mate of a Dartmouth brig, was taken out of his boat by a foul line and drowned—the fourth brother in a family of six who had lost his life in this way. A Providence brig, a Newport schooner, and a Rhode Island sloop (these accounts all seem to make a distinction between Rhode Island vessels and those from Newport), all whalers, went ashore at Tarpaulin Cove, and a Warren schooner was lost on Chatham bar.

Richard Coffin, Paul Rawson, Benjamin Church, John Squires, Tristram Gardner, Francis Barnard, Thomas Manter, Benjamin Paperdy (?), George Russell, David Swain, Cornelius Marchant, William Pease, Robert Wyer, Jonathan Barnard, David Clark, and John Winslow.

For 1772: ———, (sloop Defiance, of Rochester), Peter Wells, John Howland, Thomas Pain, Thatcher Rich, Elisha Doane, Jonathan Doane (Dartmouth), Thomas Ryder (Cape Cod), Jeremiah Bickford, William Moores, Benjamin Coffin (Nantucket), Joseph Smith, Elisha Cobb, S—— Swett, Thomas Groose, Jonathan Moores, David Swain, Stephen Sears, Obed Bunker, ——— Bunker (of Nantucket, in sloop Fancy), Paul Cook, Barnabas Atwood, ——— Jenney, Obed Nye. Two vessels from Marblehead were whaling during part of the season. Two sloops from Nantucket, with about 150 barrels of oil each, were captured by a Spanish brig and sloop off Matanzas. The sloops Pluto, of Acushnet, John Winslow master, and King of Prussia, of Nantucket, Paul Rawson master, were found in September bottom up, and it is supposed that the crews had perished. Brig Leviathan, Lathrop master, sailed from Rhode Island for Brazil Banks.

For 1773: John Delano (in sloop Neptune, of Dartmouth), Obed Nye, Matthew Price, Hugh Cathcart, Joseph Gardner, William Roberts, Francis Chase, ——— Wyatt, ——— Barlow, Paul Cook, Joseph Cartwright, Edmund Cottle, Nathaniel Coleman, Samuel Manter, Oliver Price, Matthew Price (in sloop Dolphin), Ephraim Pease, Marshall Jenkins, Benjamin Starbuck, Richard Coffin, Benjamin Foswick, Obed Hussey, Jonathan Doane, George Shockley, Isaiah Eldridge, Silas Butler. In August a schooner, ——— Worth master, arrived in New York, having taken with her consort (name or port not given) 380 barrels of whale-oil and between 7,000 and 8,000 pounds of bone. Sloop A, of Providence, Abishai Luce master, was damaged in a gale December 4, and lost two men.

For 1774 and 1775* (in brig No Duty on Tea, of Dartmouth): ——— Swain, Jonathan Mitchell, William Swain, Robert Wyer, George Allen (in command, the captain having been caught by a foul line while fast to a whale and drowned), Benjamin Jenney, Abishai Luce (see 1773), Michael Hathaway, Caleb Lombard, Benjamin Hussey, Benjamin Berry, Eleazer Hopkins, Luther Burgess, John Bassett, Francis Butler, John Squires, Benjamin Allen (Nantucket), Daniel Snow, Edward Wing, Abel Easterbrooks (Warren), Benjamin Coffin (Nantucket), William Ramsdell (ditto), ——— Meader (ditto). A whaling-sloop, owned by Gideon Almy, of Tiverton, and another, owned in Boston, were captured by a French frigate off Hispaniola, carried into Port au Prince and condemned.

* From the "No Duty on Tea's" log of a voyage to the Western Islands. On June 10, 1774, the sloop Rochester, commanded by David Squires, and owned by Nathaniel Macy, and the schooner Lowden, commanded by Peleg Swain, and owned by John Ramsdell, sailed from Nantucket on a whaling-voyage. They struck on Great Point Rip and were lost, the crews very narrowly escaping drowning.

1775 to 1783.

Between these years the fishery produced but little. Nantucket was the only port which attempted to carry it on, and the fleet from there suffered a rapid diminution in numbers, until at the close of the war 134 vessels had fallen into the hands of the English, and 15 had been lost at sea. Many of these had cargoes varying from a few barrels to the entire capacity of the vessel. A more complete account will be gained by reference to the historical portion of this work.

It appears from the records of Massachusetts that bonds were filed with the State treasurer for the following whaling-vessels:

George Hussey, jr., and Paul Hussey, sloop Harlequin, of Nantucket; Daniel Paddack, master.

George Hussey, jr., and Paul Hussey, brigantine Warren, of Nantucket; Benjamin Whippley, master.

George Hussey, jr., and Paul Hussey, brigantine Britannia, of Nantucket; Silas Jones, master.

George Hussey, jr., and Paul Hussey, brigantine Lark, of Nantucket; Paul Hussey, master.

Reuben and Elisha Swain, brig Speedwell, of Nantucket; Elisha Swain, master.

Joseph Hussey, of Nantucket, and Shubael Cottle, of Tisbury, sloop Fame; Stephen Skinner, master. (This vessel did not sail.)

Joseph Hussey, of Nantucket, and Shubael Cottle, of Tisbury, brig Donoho (?); Nathaniel Coleman, master.

Joseph Barnard and Stephen Hussey, both of Nantucket, schooner Delight; Timothy Coleman, master.

Same parties, brigantine Britannia; Zebulon Whippley, master.

Nathaniel Macy and Richard Mitchell, jr., of Nantucket, schooner Dighton; Silas Paddack, master.

Josiah Coffin and Richard Mitchell, jr., of Nantucket, schooner Mermaid; Josiah Coffin, jr., master.

Same parties, brigantine Ann, of Dartmouth; Simeon Coffin, master.

Reuben Gardner and Paul Bunker, of Nantucket, brigantine Enterprize; Jonathan Fitch, master.

Same parties, schooner Harrison; Peter Fitch, jr., master.

Richard Coffin and Stephen Hussey, of Nantucket, brig Mayflower; George Lawrence, master.

Ebenezer Calef and Stephen Hussey, of Nantucket, sloop Nightingale; Elisha Folger, master.

Richard Mitchell, jr., and Stephen Hussey, of Nantucket, schooner Roebuck; William Chadwick, master.

Same parties, brig Sherburne; Jonathan Burnell, jr., master.

Same parties, brigantine Pembroke; Obed Bunker, master.

Same parties, brig Mercury; George Bunker, master.

Francis Brown and Richard Gardner, of Nantucket, brigantine Warwick; Peleg Gardner, master.

Thomas Jenkins and Andrew Myrick, of Nantucket, brigantine Wind-sor; Stephen Kidder, master.

Thomas Jenkins and Stephen Hussey, of Nantucket, brigantine Polly; John Barnard, master.

Thomas Jenkins and Andrew Myrick, of Nantucket, sloop Mary; Barzillai Swain, master.

Josiah Coffin, esq., Richard Mitchell, jr., Thomas Jenkins, and Andrew Myrick, of Nantucket, brigantine Donahoe, brigantine Dover, sloop Nightingale, schooner Delight, brigantine Britannia, sloop Success, sloop Conway,* brigantine Monmouth, sloop Dove, brigantine Mayflower, brigantine Polly, brigantine Bedford, schooner Dighton, schooner Harrison, and brigantine Enterprise.

Thomas Jenkins and Andrew Myrick, of Nantucket, brigantine Hawk; George Clark, master.

Same parties, schooner Raven; Seth Mayo, master.

Same parties, schooner Adventure; James Coffin, master.

Same parties, brigantine Hannah; Nathan Folger, master.

Francis Rotch and Leonard Jarvis, of Dartmouth, brigantine Falkland; William Covell, master.

Same parties, sloop Defiance; Jonathan Mitchell, master.

Same parties, brigantine Fox; Silas Butler, master.

Same parties, brigantine George; Thomas Banning, master.

Same parties, brigantine Enterprise; James Whippley, master.

Aaron Lopez, of Newport, and Leonard Jarvis, of Dartmouth, ship Africa; Joseph Ripley, master.

Same parties, brig Minerva; John Locke, master.

Joseph Russell, Isaac Howland, Barnabas Russell, and Caleb Greene, of Dartmouth, schooner Juno; George Shockley, master.

David Shepherd, Seth Russell, David Sowle, Abraham Smith, brigantine Kezia; David Sowle, master.

John Alden and Walter Spooner, of Dartmouth, schooner Grampus; Job Springer, master.

Samuel Smith, jr., and Marshall Jenkins, of Edgartown, brigantine Frederick; Edmund Cottle, master.

Shubael Cottle and John Pease, jr., of Edgartown, sloop Hannah; Jesse Luce, master.

Jonathan Allen and Thomas Cooke, of Edgartown, schooner Spermaceti; John Pease, master.

Joseph Nye, jr., and Nathaniel Freeman, of Sandwich, schooner Catharine; Jonathan Coffin, master.

Same parties, schooner Elizabeth; Henry Folger, master.

*According to the certificates, the sloop Conway, Bartlett Coffin commander, landed 200 barrels of oil at Falmouth; the brig Donahue, Nathaniel Coleman, 201 barrels (from coast of Brazil); brig Polly, John Barnard, 220 barrels (from Brazil); sloop Mary, Barzillai Swain, 200 barrels and 1,000 pounds bone (brought by brig Liberty, Henry Folger); brig Hawk, George Clark, 200 barrels (from Brazil); schooner Raven, Seth Mayo 200 barrels (from Brazil); Mayflower, Charles Coleman, 200 barrels; all 1776.

David Nye, of Wareham, and Ebenezer White, of Rochester, schooner Desire; George Smith, master.

Francis Rotch and Leonard Jarvis, of Dartmouth, brigantine Ann; Simeon Coffin, master.

Same parties, brig Royal Charlotte; William Roberts, master.

Lemuel Williams and William Tallman, of Dartmouth, sloop Neptune; Luther Burgess, master.

Nathaniel Curtis, of Stoughton, Caleb Davis, late of Boston, now of Dedham, schooner Betsey; Nathaniel Curtis, master.

These bonds are all filed from August, 1775, to early in January, 1776, none appearing after the latter date.

The Bedford, of Nantucket, sailed in 1776 for Brazil Banks, and arrived March 13, 1777, full.

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Table showing returns of whaling-

NOTE.—Where the tables are incomplete it is because

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1784.				
<i>District of Boston, Mass.</i>				
Chance	Schooner	...	— Cook .....	.....
Friendship	Sloop	...	— House .....	.....
Fortune	Brig	...	— Kendrick .....	.....
Nancy	do	70	John Rich .....	.....
Nancy	Schooner	60	Elisha Cobb .....	.....
Peace and Plenty	do	60	Peter Well .....	.....
			— Collins .....	.....
Two or three small whaling-vessels arrived in Boston in June, 1784, clean.				
<i>Sag Harbor, N. Y.</i>				
A ship and a brig sailed in 1784 for the Atlantic whale-fishery, but made poor voyages, returning the same year or early in 1785.				
<i>New London, Conn.</i>				
Rising Sun	Sloop	...	— Squires .....	.....
<i>Providence, R. I.</i>				
Industry	Brig	...	— Swain .....	.....
1785.				
<i>Sag Harbor, N. Y.</i>				
America	Brig	...	.....	B. Hunting
Lucy	do	...	.....	.....
<i>Port of Boston, Mass.</i>				
Betsey	Schooner	40	Parnal Cook .....	.....
Constance	Brig	90	John Wetherell .....	.....
Industry	Schooner	55	H Ezekiah Doane .....	.....
Lucy	do	25	Solomon Clark .....	.....
Nancy	Sloop	45	David Foster .....	.....
Nancy	Brig	70	John Rich .....	.....
Peacock	do	90	Jacob Higgins .....	.....
Polly	Sloop	...	— Cottle .....	.....
Speedwell	Schooner	30	Stephen Sears .....	.....
<i>Wellfleet, Mass.</i>				
Ranger	Schooner	85	Stephen King .....	.....
Sculpion	do	40	Daniel Covel .....	.....
<i>Hingham, Mass.</i>				
Nancy	do	60	Elisha Cobb .....	.....
<i>Plymouth, Mass.</i>				
Hannah	do	50	Winslow Lewis .....	.....
<i>Newburyport, Mass.</i>				
Chance	Brig	70	Barnabas Clark .....	.....
<i>Dartmouth, Mass.</i>				
Hero	Sloop	...	Joshua Delano .....	.....
1786.				
<i>Boston, Mass.</i>				
Betsy	Schooner	40	Solomon Cook .....	.....
Constance	Brig	90	John Witherell .....	.....

vessels sailing from American ports.

the data cannot be obtained to fill them out.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic		Oct. 9, 1784	Bbls.	Bbls.	Lbs.	No report of oil.
do		Sept. 18, 1784				Do.
do		Oct. 9, 1784				Do.
do		Oct. 16, 1784				Do.
do	Oct. 16	Oct. 9, 1784				Do.
do	Oct. 14					No further report.
do						Do.
do	May 20					
do		July —, 1784	300	100		
do						
Brazil Banks		June 4, 1785		300		
do		May 15, 1785		360		Bought from Middletown, Conn., 1785.
do	Nov. 7					No report.
do	Apr. 27					Do.
do	Apr. 9					Do.
do	Apr. 5					Do.
do	Apr. 30					Do.
do	Aug. 27	May 24, 1786				Do.
do	May 9	June 14, 1786				Do.
do		Oct. —, 1785				Do.
do	Apr. 14					Do.
do	Apr. 14					Do.
do	Sept. 30	Apr. 15, 1786				Do.
do	Oct. 28					Do.
do	Apr. 6					Do.
do	Apr. 15					Do.
do	Sept. 30	Apr. 15, 1786				Do.
do	Apr. 27					Do.
Atlantic	July 4					
do	Mar. 30					
do	May 28					

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1786.				
<i>Boston, Mass.—Continued.</i>				
Friendship	Sloop ...	60	Jonathan Snow .....	.....
Nancy	Schooner	90	Richard Rich .....	.....
Nancy	Brig ...	70	do .....	.....
Penelope	do ...	70	Hezekiah Doane .....	.....
<i>Hingham, Mass.</i>				
Nancy	Schooner	60	Elisha Cobb .....	.....
<i>Braintree, Mass.</i>				
Fortune	do ...	38	Jonathan Howes .....	.....
<i>Wellsfleet, Mass.</i>				
Ranger	do ...	85	Stephen King .....	.....
Sculpion	do ...	40	Daniel Covell .....	.....
Wellfleet	do ...	40	Barnabas Atwood .....	.....
<i>Plymouth, Mass.</i>				
Hannah	do ...	50	{ Winalow Lewis .....	.....
			{ Shubael Sweet .....	.....
<i>Bristol.</i>				
Dispatch	Sloop ...	48	John Collins .....	.....
There were a few vessels belonging to Hudson, N. Y., engaged in whaling and sealing at this time.				
1787.				
There is no report of vessels from Nantucket or New Bedford for 1784, 1785, 1786, and 1787, though beyond a doubt several sailed each year.				
<i>Dartmouth, Mass.</i>				
Rainbow	Sloop ...	.....	Joshua Delano .....	.....
<i>Boston, Mass.</i>				
Nancy	Brig ...	.....	— Snow .....	.....
A Boston schooner from a South Atlantic voyage was wrecked off Cape Hatteras; lost captain, mate, and five men, and considerable oil, (had taken 180 barrels;) was towed into some Rhode Island port by a sloop.				
1788.				
<i>Nantucket, Mass.</i>				
Fox	Brig ...	.....	Barzillai Folger .....	.....
Harmony	Ship ...	178	Seth Folger .....	.....
Industry	do ...	178	Gilbert Folger .....	.....
Sally	do ...	194	Joseph Chase .....	.....
Spy	do ...	.....	William Fitch .....	.....
.....	do ...	.....	Barzillai Coleman .....	.....
.....	do ...	.....	Benjamin Clark .....	.....
<i>Gloucester, Mass.</i>				
Sea Horse	Brig ...	.....	{ Elkanah Mayo .....	.....
			{ — Rich .....	.....
<i>Hudson, N. Y.</i>				
Liberty	do ...	.....	— Bunker .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date.		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
.....	Apr. 15	Must have arrived prior to September 2.
.....	June 6	.....	.....	.....	.....
West Indies	Sept. 2	.....	.....	.....	.....
.....	Apr. 15	.....	.....	.....	.....
.....	Mar. 30	.....	.....	.....	.....
.....	Apr. 13	.....	.....	.....	.....
{ West Indies	Apr. 17	.....	.....	.....	.....
	Sept. 23	.....	.....	.....	.....
	May 13	.....	.....	.....	.....
	Apr. 15	.....	.....	.....	.....
West Indies	Apr. 17	.....	.....	.....	.....
	Sept. 23	.....	.....	.....	.....
.....	Apr. 20	
Atlantic	
.....do	Aug. 16	
.....	
.....	
.....	
.....	
{ Coast Africa	Reported the sudden sinking of part of the shores of Woolwich Bay to a depth of six fathoms.
	
Brazil	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1788.				
<p>The sloop <i>Rainbow</i>, Capt. Joshua Delano, made a whaling-voyage from Dartmouth, sailing in company with vessels commanded by El Nathan and Nathaniel Delano. On the voyage the following captains were spoken—the oil reported at the date of hailing being given in brackets:—</p> <p>Stott (from the West Indies, 100 barrels), Cornelius Butler, Benjamin Dillingham, George Allen, Amos Kelley, Robert Neader (from the West Indies, 100 barrels), Rufus Fish (40).—Squires (30), Seth Folger (from Brazil, 500), Walter Brook (from Brazil, 500), Benjamin Hillman (40), Reuben Clark, Joseph Russell, (Nantucket), James Coffin, John Bassett (from Brazil, 600), Robert Hathaway (20), Abishai Luce, Joseph Russell (Dartmouth). The larger number of these are unquestionably from Nantucket; others from the vicinity of Dartmouth, Cape Cod, &c. The <i>Rainbow</i> arrived July 25, and sailed again for a Gulf-Stream voyage August 5. On the second cruise she spoke Thomas Allen (4), Benjamin Hillman (4), George Allen (80), Edy Coffin, Benjamin Dillingham, Robert Hathaway (15), Rufus Fish, Jonathan Cushman, Daniel Bennett (70), Prince Shearman, Prince Hatch, and Ebenezer Allen. She arrived the second time September 17.</p>				
1789.				
<i>Gloucester, Mass.</i>				
Polly.....	Ship		J. Coffin.....	
Sea Horse.....	Brig		Elkanah Mayo	
<i>Sag Harbor, N. Y.</i>				
Lucy	Brig		D. Squires	Benjamin Hunting.
<i>Boston, Mass.</i>				
Sarah	Ship		C. Gardner.....	
<i>New Bedford, Mass.</i>				
.....	Brig		— Brook	
<i>Rhode Island.</i>				
L.....	Schooner	25	Solomon Lewis.....	Sylvanus Hussey
N	do	25	Caleb Lombard	do
<i>Hudson, N. Y.</i>				
.....	Brig			
<p>The sloop <i>Rainbow</i>, of Dartmouth, Joshua Delano commander, sailed from that port June 3, 1789, arriving August 7, of the same year. On her voyage she spoke Benjamin Hillman (70), Obed Cushman (1 whale), Jesse Luce, Tristram Coffin, Cornelius Butler (60), Thomas Bates, John Carver, Obed Nye, Rufus Fish, Seth Tobey, Robert Hathaway, Samuel Shockley, Thomas Cook, Thomas Snow, (in a brig, 200), Nathaniel Delano, Shubael Swain, Amos Kelley, Samuel Crosby, and Salvanus Luce.</p>				

sailing from American ports—Continued.

Whaling-ground.	Date.		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
C. Good Hope.....		Jan. —, 1791		1,600	15,000	
do		— —, 1790		800	10,000	
Brasil.....		July —, 1790		800		
Woolwich Bay.....		— —, 1790		900		
Atlantic		Sept. 21, 1789	40	54		
.....		Sept. 21, 1789	61	90		
Brasil	Oct. —					Probably the brig Liberty.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1789.				
<i>Nantucket, Mass.</i>				
Asia	Ship		Elijah Coffin	
Africa	do		William Barnard	
Amazon	Brig		David Giles	
Britannia	do		Peter Fosdick	
Columbia	Ship		Obed Barnard	
Fox	Brig		Barzillai Folger	
Favourite	Ship		Silas Jones	
Harlequin	Brig		Benjamin Whippy	
Industry	Ship	172	Gilbert Folger	
Leo	Brig	217	William Clisby	
Minerva	Ship	200	S. Coffin	
Mary Ann	do		T. Folger	
Manilla	Brig		David Barnard	
Nantucket	Ship		B. Folger	
Ranger	do		William Swain	
Rebecca	do		Seth Folger	
Trial	Brig		George Chase	
Venus	Brig		Obed Eldridge	
Warren	Ship		Robert Meader	
	do		Barter	
<i>Cape Cod, Mass.</i>				
Codfish	Schooner		John Collins	
Endeavour	do		Paul Cook	
Patty	do		Benjamin Hopkins	
	Ship		Cobb	
	do		Pardon Cook	
	do		J. Cook	
	do		Ryder	
	do		Alcott	
	do		Solomon Cook	
1790.				
<i>Nantucket, Mass.*</i>				
The sloop Industry, Capt. Joshua Delano, sailed from New Bedford May 28, 1790, returned July 9, and sailed a second time Jun'y 20. She spoke Cornelius Marchant [70], — Covell [New Bedford], James Banning [Wareham], Thomas Cook [50], Joseph Kersey [130], John Carver, and Henry Fish [24].				
1791.				
<i>Nantucket, Mass.</i>				
Alliance	Ship		Bartlett Coffin	
Beaver	do		Paul Worth	
Diana	do		Timothy Long	
Favourite	do		Obed Barnard	
Hector	do		Thomas Brook	
Rebecca	do		Seth Folger	
Washington	do		George Bunker	
Warren	do		Robert Meader	
<i>New Bedford, Mass.</i>				
Rebecca	Ship	175	Joseph Kersey	
<i>Boston district, Mass.</i>				
Charlotte	Schooner		John Collins	John Collins
Enoch	Ship	46	Zaccheus Higgins	Enoch Rust

* No report of arrivals or

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
	Aug. 27		<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs</i>	
	Aug. 27					
	Aug. 27	June 16, 1790				
	Sept. 1					
Woolwich Bay	Sept. 11	—, 1790		770		
	Sept. 1					
	Sept. 14					
Woolwich Bay	Sept. 11	—, 1790		750		
do	Sept. 1	—, 1790		951		
	Aug. 27	June 15, 1790				
Woolwich Bay		—, 1790		1,160		
do		—, 1790		1,140		
do	Aug. 27	—, 1790				
do		—, 1790		920		
do	Sept. 1	—, 1790		1,160		
do	Sept. 1					
do	Sept. 11	May 17, 1790				
do	Sept. 20	June 17, 1790				
do	Sept. 3	—, 1791				
Brasil	Oct. —					
Straits Belleisle		Oct. 6, 1789	80	125	1,300	
Africa		—, 1790	64			
Straits Belleisle		Oct. —, 1789	80	125	1,300	
do		Aug. —, 1789	50	175	1,300	About.
do		Oct. —, 1789	50	125	1,300	About.
do			80	125	1,300	Do.
do			50	125	1,300	Do.
do			50	125	1,300	
do			50	125	1,300	
			50	125	1,300	
Delago Bay	Oct. —	Feb. 15, 1794				Captain Coffin died; the ship made a poor voyage.
Pacific Ocean	Aug. —	Mar. 25, 1793	1,100	900		Built 1791; the first American whaler in the Pacific. She was ordered out of Lima without supplies, and ordered off the coast by the Spaniards.
Brasil						
do						
Pacific Ocean		Apr. 8, 1793	700	500		Hector built 1791.
do		Apr. 30, 1793	800	940		
do		Apr. 8, 1793	800	400		The Washington was the first vessel to hoist the American flag in a Spanish Pacific port. Built 1791.
do		—, 1793				
Pacific Ocean		Feb. 21, 1793	750	180		The first New Bedford whaler in the Pacific.
Atlantic		Sept. 15, 1791		60	1,000	
do						Probably sailed one or two voyages each year to 1794, when she surrendered her

departures for 1790 is accessible.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1791.				
<i>Boston district, Mass.—Continued.</i>				
Mars.....	Schooner	.....	Matthias Rich	Matthias Rich
Rising Sun	do	.....	.....	.....
Union	do	161	John Rich .....	.....
<i>Gloucester, Mass.</i>				
Two Friends	Brig	.....	— Mayo .....	.....
1792.				
<i>Nantucket, Mass.</i>				
Amazon	Brig	.....	David Giles .....	.....
Fox	Ship	.....	Daniel Kelloy .....	.....
Hero	do	.....	Obed Eldridge .....	.....
Harmony	do	.....	James Chase .....	.....
Harlequin	do	.....	Benjamin Whippey .....	.....
Industry	do	172	Gilbert Folger .....	.....
Juno	do	.....	George Clark .....	.....
Leo	Brig	217	William Clisby .....	.....
Minerva	Ship	.....	Seth Coffin .....	.....
Maria	do	.....	— Hillman .....	.....
Mary Ann	do	.....	Tristram Folger .....	.....
Ranger	do	.....	William Swain .....	.....
Sally	Brig	194	.....	.....
Sea Fox	Ship	.....	.....	.....
Venus	Brig	.....	James Brown .....	.....
<i>New Bedford district, Mass.</i>				
Beteey	Sloop	.....	— Blankenship .....	.....
Columbia	Ship	.....	Joseph Bennett .....	.....
Eliza	do	.....	B. Coleman .....	.....
Lively	Schooner	.....	Rowland Gibbs .....	.....
Polly	Brig	.....	— Cottle .....	.....
Polly and Beteey	Schooner	.....	T. Nye .....	.....
Tryall	Sloop	.....	— Gibbs .....	.....
Union	Brig	.....	— Hammatt .....	.....
<i>Boston, Mass.</i>				
.....	Ship	.....	— Lee .....	.....
<i>New York, N. Y.</i>				
Josephus and tender	Ship	.....	— Youte .....	.....
1793.				
<i>Nantucket, Mass.</i>				
Amazon	Brig	.....	David Giles .....	.....
Beaver	Ship	.....	Paul Worth .....	.....
Britannia	Brig	.....	Joseph Wye .....	.....
Columbia	Ship	.....	Alpheus Coffin .....	.....
Favourite	do	.....	Obed Barnard .....	.....
Favorite	do	.....	David Folger .....	.....
Hector	do	.....	Thomas Brook .....	.....
Hero	do	313	Obed Aldridge .....	.....
Industry	do	172	William Fowdick .....	.....
Lydia	do	160	Zenas Coffin .....	.....
Leo	Brig	217	William Clisby .....	.....
Maria	do	.....	— Cash .....	.....
Minerva	Ship	200	Peter Myrick .....	.....
Manilla	do	.....	Andrew Barnard .....	.....
Mary Ann	do	.....	Tristram Folger .....	.....
Polly	Brig	.....	— Pinkham .....	.....
Ranger	Ship	.....	— Starbuck .....	.....
Rebecca	do	.....	Gilbert Folger .....	.....
Ruby	do	.....	Seth Folger .....	.....
Swallow	Schooner	.....	Isaiah Clark .....	.....
.....	.....	.....	Latham Gardner .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic		Sept. 8, 1791	<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
do				60	900	
do	Nov. 10					
Brazil		June 19, 1792	100	900		
Brazil		July 23, 1793		650		
Woolwich		Nov. 1, 1793		800		
do		Oct. 16, 1793		1,300		
do		Oct. 16, 1793		800		
do		Nov. 1, 1793		800		
Brazil		May 3, 1793		900		
Africa		Nov. —, 1793		600		
Brazil		July 23, 1793		550		
do		June 6, 1793		1,300		
Pacific Ocean		Mar. 27, 1794	730	90		
Brazil		Aug. —, 1793		1,100		
do		June 6, 1793		1,100		Built 1792.
Woolwich		Oct. 16, 1793		700		
Woolwich		Nov. —, 1793		500		
Atlantic		Dec. —, 1792				
Brazil		July 26, 1793		900		
Woolwich		Dec. —, 1793		1,800		
Atlantic	Nov. —					
do	{	Dec. —, 1792				
do		Dec. —				
do		Dec. —				
do		Dec. —				
Falkland and Pacific	June 1					Whaling and sealing.
Pacific Ocean						
do	Oct. 16	June 30, 1794				
Brazil	Aug. 5	May 16, 1794				
Woolwich	Aug. 5	Sept. 16, 1794				
Brazil	Sept. 15	June 22, 1794				
Coast Peru	July 13					
do	Dec. 16					
do	Aug. 17	—, 1794				
do	Dec. 6	—, 1795				
Brazil	Aug. 3	May 16, 1794				
do	Oct. 10	July 6, 1794				
do	Sept. 14	June 21, 1794				
Atlantic		July —, 1793	100			
Brazil	Aug. 9	July 14, 1794		900		
do	Aug. 9	May 21, 1794				
do	Dec. 12					
Bahamas		—, 1793				
Cape Good Hope	Oct. —	—, 1794	Clean			
do	Aug. 5					
Brazil	Aug. 17	June 19, 1794				
Falkland	Sept. 14					
do		May 17, 1794				Whaling and sealing.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1793.				
<i>Nantucket, Mass.</i>				
Swan	Ship		— Swain	
Union	do		Grafton Gardner	
Washington	do		Solomon Smith	
Warren	do		Matthew Starbuck	
<i>New Bedford district, Mass.</i>				
Atlantic	Brig		L. Stott	
Beaver	do		Isaiah Burgess	
Columbia	do		P. Fish	
Friendship	Schooner		— Butler	
Keziah	Sloop		Oliver Adams	
Mary	Brig		B. Pease	
Nancy	do		S. Cunningham	
Russell	do		F. Butler	
Rebecca	Ship	175	Joseph Kersay	
Swan	Schooner		— Eldredge	
<i>Providence, R. I.</i>				
Ranger	Snow		— Bradley	
<i>Gloucester, Mass.</i>				
—	Ship		Jona. Coffin	
1794.				
<i>Nantucket, Mass.</i>				
Boston Packet	Ship		— Zesty	
Cato	do		— Swain	
Commerce	do		A. Gardner	
Fox	do		— Joy	
Hector	do		Thomas Brook	
Hudson	do		Grafton Gardner	
Joanna	do		— Foedick	
Minerva	do	300	William Myrick	
Ranger	do		William Swain	
Uniba	do		— Gardner	
<i>New Bedford district, Mass.</i>				
Atlantic	Brig	120	J. Parker	John Alden
Beaver	do		I. Burgess	
Eliza	do		B. Coleman	
Hero	Sloop		B. Summerton	
Industry	do	60	William Taber	John Alden
Keziah	do		Oliver Adams	
Rebecca	Ship	175	— Gardner	
Swan	Schooner	70	N. Mayhew	John Alden
Sally	do	180	Step. Cunningham	do
<i>Wareham, Mass.</i>				
Nabby	Schooner		Thomas Gibbs	
<i>Sag Harbor, N. Y.</i>				
Lucy	Brig		— Rogers	
<i>Gloucester, Mass.</i>				
Polly	Ship		E. Mayo	
<i>Boston district, Mass.</i>				
Betsy	Schooner	52	Joseph Hatch	Enoch Rust
Hope	do	55	Stephen King	Daniel Sargent
Nancy	do	61	John Collins	Joseph Russell

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Brasil	Aug. 18	July 14, 1794 June —, 1794	400 1,280	The Union did not anchor once on the voyage, and the only land she sighted was Cape Augustine on the way home. About.
Pernand Chili	July 10 Sept. 15	May 16, 1795	700	.....	.....
.....	Jan. —	Lost a man overboard and returned clean.
Atlantic	Sept. 29	Nov. 3, 1793	100	.....	.....
Delago Bay	Jan. 5	Oct. 11, 1794	550	500	.....
Atlantic .....	.....	Nov. 8, 1793	.....	.....	.....
Cape Good Hope	Jan. 11	.....	.....	.....	.....
.....	Jan. —	Had 350 barrels at last report.
Brasil	Jan. —	Apr. 26, 1794	.....	1,000	.....
.....	—, 1794	Had 900 barrels at last report.
Brasil	Had 900 barrels at last report.
Woolwich	Oct. —, 1795	Full.	Was built on wreck of brig Fame, burned at Fairhaven 1792.
Delago Bay .....	.....	Jan. —, 1796	.....	.....	.....
Woolwich .....	.....	Oct. —, 1795	.....	Full.	.....
.....do .....	.....	Oct. 3, 1795	.....	Full.	.....
Pacific Ocean .....	.....	.....	.....	Full.	.....
Delago Bay .....	.....	Feb. —, 1796	.....	.....	.....
Pacific Ocean .....	.....	Aug. —, 1796	1,100	400	.....
Woolwich .....	.....	Oct. 3, 1795	.....	Full.	.....
Brasil .....	.....	.....	.....	1,900	.....
Woolwich .....	.....	Oct. 3, 1795	.....	Full.	.....
Atlantic	May 17	Sept. 17, 1794	80	Last reported with 16 barrels.
.....do .....	.....	Oct. 30, 1794	80	.....	.....
Woolwich	Jan. 11	Aug. 19, 1794	Clean	Last reported with 750 barrels.
Atlantic .....	.....	Oct. 14, 1794	.....	Clean	.....
.....do	June 21	Aug. 22, 1794	Clean	Put into the West Indies in November or December, 1795, in distress. Probably arrived home early in 1796.
West Indies	Jan. 25	.....	.....	.....	.....
Brasil	July —	Surrendered her license 1795. Find no other report.
Atlantic	Sept. 17, 1794	40	
Cape Good Hope	Feb. 8	Apr. —, 1795	900	Find no other report.
.....	
Atlantic	Do.
.....do	
.....do	Do.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1794.				
<i>Boston district, Mass.</i>				
Polly	Schooner	69	Pardon C. Cook	Solomon Cook
Paulina	do	74	Richard Atwood	Naaman Holbrook
<i>East Haddam, Conn.</i>				
Commeroe	Ship			
1795.				
<i>Nantucket, Mass.</i>				
Alliance	Ship		V. Pease	
Beaver	do		Long	
.....	do		Paul Worth	
Cesar	do		S. Smith	
.....	do			
Harlequin	do		W. Easton	
Union	do		Clark	
.....	do		Barney	
<i>New Bedford district, Mass.</i>				
Ann	Ship		Coleman	
Berkeley	do			
Commeroe	do		Handy	
Delaware	do		Tuckerman	
Industry	Sloop	60	John Carver	John Alden
Janus	Ship		Obed Folger	
Lydia	do		Obed Fitch	
Rebecca	Ship	175	Gardner	
Susy	do		Barzillai Hussey	
Union	do		J. Barney	
<i>Providence, R. I.</i>				
Ranger	Snow		Edward Cole	
<i>Hudson, N. Y.</i>				
American Hero	Ship		Solomon Bunker	
1796.				
<i>Nantucket, Mass.</i>				
Alliance	Ship		Pease	
Brothers	do	256	L. Coffin	
Beaver	do		Long	
Cato	do		V. Swain	
.....	do		Folger	
.....	do		David Giles	
Hero	do	313	Aldridge	
Leo	do	317	William Cash	
Lion	do		A. Barnard	
Mara	do		D. Folger	
Rebecca	do		S. Long	
.....	do		Uriah Bunker	
<i>Providence, R. I.</i>				
Ranger	Snow		Edward Cole	
<i>Hudson, N. Y.</i>				
.....	Ship		Clark	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	Find no other report. Surrendered enrolment 1795.
...do						Find no other report. Belonged in Barnstable.
.....	Feb. 6					Cleared from New London.
Woolwich	Dec. 15, 1796			1, 100		Returned dismasted in October. Arrived early in 1797.
Brazil	— —, 1796			1, 100		
Pacific Ocean						Last reported with 1,900 sperm.
Cape G'd Hope	Aug. —	Jan. —, 1797				Put into Charleston, S. C., with loss of mainmast, cross-trees, quarter-rais and boards, and boat's stove. Took 36 whales; saved 25.
Pacific Ocean						Last reported with 700 sperm.
Brazil	Dec. —	May —, 1797		1, 100		At Charleston, S. C., in distress in October, 1796.
Woolwich		— —, 1796		900	7, 000	
Pacific Ocean		Jan. 11, 1798	1, 750			Built at North River, 1795.
Woolwich		June 21, 1797		1, 400		
Woolwich	Aug. 22	June 21, 1797		700		Lost both boats first voyage.
Atlantic		Aug. 20, 1795		Clean		
Woolwich	July 7	Oct. 17, 1795		20		Last reported with 1,250 whale.
...do	Aug. 11	— —, 1796		1, 250		
Woolwich	July 28	— —, 1797				Last reported January 22, 1797, at Antigua, in distress.
Brazil	July 7					
Woolwich	July 31					
Woolwich		— —, 1796		470		
Pacific Ocean		— —, 1797				
Woolwich Bay	Dec. 15, 1796			1, 100		Last reported with 600 sperm.
Brazil						
...do	— —, 1797			1, 100		Last reported with 1,000 whale.
...do						
Woolwich Bay	Feb. 4					Captain Cash was killed by the first whale struck.
Woolwich Bay						
Brazil	July —, 1797					Last reported with 700 whale.
.....						
St. Helena	Dec. —, 1796			470		Last reported with 850 whale.
Delago Bay						

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1796.				
<i>Boston, Mass.</i>				
Polly	Schooner	69	Pardon C. Cook	Enoch Rust
Sarah	Ship		George Pollard	
1797.				
<i>Nantucket, Mass.</i>				
Alliance	Ship		Hezekiah Barnard	
Beaver	do		Nathan Long	
Commerce	do		Amaziah Gardner	
Cæsar	do		Solomon Swain	
Diana	do		— Swain	
Eagle	do		— Clasby	
Fortitude	do		Obed Paddock	
—	do		Obed Aldridge *	
—	do		Alpheus Coffin	
—	do		David Giles	
Hope	do		Benjamin Worth	
Hector	do		D. Folger	
Mars	do		Andrew Myrick	
Ruby	do	231		
Renown	do		Simeon Starbuck	
Trial	do			
<i>New Bedford district, Mass.</i>				
Barclay	Ship		Griffin Barney	
Bedford	do		Jonathan Barney	
Betsey	Schooner		N. Mayhew	John Alden
Commerce	Brig			
Fox	Ship			John Alden
Industry	Sloop			
Juno	Ship		W. Clark	
—	Sloop		W. Easton	
Lydia	Ship		Obed Fitch	
Maria	do		— Paddock	
Nancy	Sloop			Samuel Proctor
Polly	Brig		G. Whippley	
President	Ship		— Pinkham	
Swan	Schooner			John Alden
Warren	Ship		— Tobey	
Wareham	do		— Clark	
<i>New York, N. Y.</i>				
Maryland	Ship		— Liscomb	
<i>Hudson, N. Y.</i>				
American Hero	Ship		William Pitts	
Oswego	do		George Clark	
<i>Boston district, Mass.</i>				
Betsey	Schooner	52	Joseph Hatch	Enoch Rust
Enoch	do	46	Zaccheus Higgins	do
1798.				
<i>Nantucket, Mass.</i>				
Favourite	Ship		Thaddeus Folger	
Leo	do	217	Joseph Allen	
Phebe	do		Edward Coffin	
Ruby	do	231	Andrew Myrick	

* So many Nantucket captains commanded French and English whalers that one may occasionally be from the marine lists of the papers of the time.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic Brasil	May 30	Dec. 9, 1797	Bbls.	Bbls.	Lbs.	No report. Last reported with 1,100 whale.
Pacific Ocean		Oct. 18, 1799				Nearly full.
Woolwich		Dec. 30, 1798		1,200		
Pacific Ocean	July 5	Sept. 26, 1799	1,000	300		Captain Gardner, mate, and boats' crew barbarously treated by the Spaniards at Saint Mary's, January, 1799.
do		Oct. —, 1799	1,000			Nearly full.
do						
Delago Bay		Mar. 8, 1799		Full		
do		Mar. 4, 1799		Full		
do		Mar. 18, 1799				Nearly full.
do						
do		Dec. 29, 1799				
Peru		Nov. —, 1799	Full.			
do		Dec. 25, 1798				
Pacific Ocean		Feb. 5, 1800	1,000	50		
do		—, 1799	1,250	150		
do		Nov. —, 1799	800			
do						
do	Aug. 25	June 28, 1799	700	500		Also 21,000 seal-skins.
do	July 5	Sept. 26, 1799	1,000	300		
Atlantic	May 31	Oct. 14, 1797		Clean		
do						
do	Jan. 9					
Atlantic						
Pacific Ocean	Jan. —	Apr. 12, 1799	1,200	50		
Atlantic	July —	July —, 1797	90			
Pacific Ocean	July 8	Feb. —, 1799	950	400		From Dartmouth; out 15 days.
do		Mar. 15, 1798				
Atlantic		—, 1797				
Africa	June 26					
Pacific Ocean		Apr. 1, 1799	1,200	50		
Grand Banks		—, 1797				
South Atlantic		Dec. —, 1798	150	850		
Pacific Ocean	July 5	Sept. 24, 1798	Full.			Built 1797.
Pacific Ocean	Aug. 25	—, 1799	800			Fitted from New Bedford. Captain Lia- comb, mate, and boats' crew captured and abused by Spaniards at Saint Mary's, but released. The vessel was captured homeward bound by a French privateer, but released, after losing 2,000 seal-skins. Brought home 20,000 skins.
Pacific Ocean						
do		—, 1799	1,100	100		
do						
do						No report. Do.
Pacific Ocean						
do		Aug. 20, 1800	1,200			
do		Dec. 9, 1800	800	300		
South Seas		Dec. 14, 1800		Full		
Pacific Ocean		Feb. 5, 1800	1,000	50		

found in these returns, particularly where a large part of the work is made up prior to about 1835

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1798.				
<i>New Bedford district, Mass.</i>				
Maria	Ship	.....	Benjamin Paddock.....	.....
Nancy	do	.....	— Swain .....	.....
Rebecca	do	175	Andrew Gardner.....	.....
Wareham	do	.....	— Clark .....	.....
1799.				
<i>Nantucket, Mass.</i>				
Industry	Ship	172	William Easton .....	.....
.....	do	.....	Uriah Bunker .....	.....
.....	do	.....	Levi Starbuck .....	.....
.....	do	.....	Simeon Long .....	.....
Phebe	do	.....	Jonathan Paddock.....	.....
Prudence	Sloop	.....	William Joy .....	.....
Ranger	Ship	.....	.....	.....
<i>New Bedford district, Mass.</i>				
Barclay	Ship	.....	Griffin Barney .....	.....
Edward	do	.....	Jonathan Perry .....	.....
Franklin	do	.....	— Tuckerman .....	.....
1800.				
<i>Nantucket, Mass.</i>				
Alliance	Ship	.....	Amasaiah Gardner.....	.....
Betsy	Sloop	.....	— Claesby .....	.....
Bluebell	Schooner	.....	— Long .....	.....
Cato	Ship	.....	John Brown .....	.....
Fame	do	.....	Thomas Barnard .....	.....
Hope	do	.....	David Giles .....	.....
Jullanna	Sloop	.....	— Marshall .....	.....
Lydia	Ship	160	William Clark .....	.....
.....	do	.....	Paul Worth .....	.....
.....	do	.....	William Claesby .....	.....
.....	do	.....	Simeon Long .....	.....
.....	do	.....	David Harris .....	.....
Mary Ann	do	.....	Tristram Folger .....	.....
Ruby	do	.....	— Swain .....	.....
Ranger	do	.....	William Joy .....	.....
Tryal	do	.....	— Perkins .....	.....
.....	do	.....	— Coffin .....	.....
<i>New Bedford district, Mass.</i>				
Ann	Ship	.....	— Coleman .....	.....
Dolphin	do	.....	— Bennett .....	.....
Edward	do	.....	Jonathan Perry .....	.....
Maria	do	.....	— Paddock .....	.....
Swan	Schooner	.....	William Taber .....	.....
Union	Sloop	.....	{ — Swift .....	.....
Wareham	Ship	.....	{ — Coleman .....	.....
.....	.....	.....	— Gwinn .....	.....
<i>Norwich, Conn.</i>				
Miantonomah	Ship	.....	— Swain .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean	Dec. 25	Mar. 15, 1800	Bbls. Full.	Bbls.	Lbs.	Fourth voyage of the Maria in five years. The first American whaler at Desolation, only one English vessel there before her; was captured, homeward bound, by the French privateer Reliance, and recaptured by United States brig Eagle; value of cargo, \$50,000.
Desolation	Feb. 12					
Pacific Ocean						The Rebecca was captured by a French privateer 1799; retaken by an English vessel and sent into Nova Scotia; half of the value of vessel and cargo claimed as salvage.
		—, 1800				
Brazil		—, 1800		900		Capt. — was killed by a whale.
Pacific Ocean		June 28, 1801		Full.		Crew badly troubled with scurvy.
do		June 28, 1801		Full.		Do.
do		June 28, 1801		Full.		
Brazil		July 3, 1800	60	Full.		Full; 60 barrels sperm.
Patagonia	Apr. —	July 17, 1802				On a whaling and sealing voyage; no report.
Pacific Ocean		Oct. 27, 1801	Full.			
Pacific Ocean	Oct. 23	—, 1801				Copper-bottomed.
do		Dec. 15, 1800	Full.			
South Seas		Sept. 19, 1800	1,300			
Woolwich	Aug. 18	Nov. —, 1801		Full.		Took one whale.
Atlantic		Aug. 18, 1800				Took two whales.
do		Aug. 16, 1800				
Woolwich		Nov. —, 1801		Full.		
Brazil	Sept. 8	June 28, 1801		Full.		
South Seas	Aug. 27	June 28, 1801		Full.		
Brazil		Aug. 17, 1800				Took one whale.
		May 28, 1801	1,000			One of the crew a disguised female; had been two voyages undetected.
do		Apr. 23, 1801		Full.		
Bahamas		May 27, 1801		64		
Brazil		June 28, 1801		Full.		
do		June 28, 1801		Full.		
Woolwich		Nov. 16, 1801		Full.		
Pacific Ocean						Ruby last reported with 900 sperm.
Pacific Ocean		Oct. 27, 1801		Full.		
do		July —, 1802	1,500			Condemned by the Spanish at Valparaiso 1801.
Pacific Ocean						Last reported with 1,300 sperm.
Pacific Ocean	Ang. 14	Ang. —, 1801				Made a poor voyage.
do		Dec. 4, 1802				
South Coast		June 15, 1802	Full.			
		Aug. 24, 1800	40			
South Coast		Sept. 27, 1800	40			
		Aug. 9, 1800	65			
South Coast		Sept. 27, 1800	Clean			
Pacific Ocean						Last reported with 1,100 sperm.
Pacific Ocean	Sept. 5					Seized by the Spanish and condemned at Valparaiso 1801.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1798.				
<i>New Bedford district, Mass.</i>				
Maria	Ship		Benjamin Paddock	
Nancy	do		— Swain	
Rebecca	do	175	Andrew Gardner	
Wareham	do		— Clark	
1799.				
<i>Nantucket, Mass.</i>				
Industry	Ship	172	William Easton	
.....	do		Uriah Bunker	
.....	do		Levi Starbuck	
.....	do		Simeon Long	
Phebe	do		Jonathan Paddock	
Prudence	Sloop		William Joy	
Ranger	Ship			
<i>New Bedford district, Mass.</i>				
Barclay	Ship		Griffin Barney	
Edward	do		Jonathan Perry	
Franklin	do		— Tackerman	
1800.				
<i>Nantucket, Mass.</i>				
Alliance	Ship		Amasaiah Gardner	
Betsey	Sloop		— Claesby	
Bluebell	Schooner		— Long	
Cato	Ship		John Brown	
Fame	do		Thomas Barnard	
Hope	do		David Giles	
Juliana	Sloop		— Marshall	
Lydia	Ship	160	William Clark	
.....	do		Paul Worth	
.....	do		William Clisby	
.....	do		Simeon Long	
.....	do		David Harris	
Mary Ann	do		Tristram Folger	
Ruby	do		— Swain	
Ranger	do		William Joy	
.....	do		— Perkins	
Tryal	do		— Coffin	
<i>New Bedford district, Mass.</i>				
Ann	Ship		— Coleman	
Dolphin	do		— Bennett	
Edward	do		Jonathan Perry	
Maria	do		— Paddock	
Swan	Schooner		William Taber	
Union	Sloop		{ — Swift	
Wareham	Ship		{ — Coleman	
.....	.....		— Gwinn	
<i>Norwich, Conn.</i>				
Miantonomah	Ship		— Swain	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean	Dec. 25	Mar. 15, 1800	Bbls. Full.	Bbls.	Lbs.	Fourth voyage of the Maria, in five years. The first American whaler at Desolation, only one English vessel there before her; was captured, homeward bound, by the French privateer Reliance, and recaptured by United States brig Eagle; value of cargo, \$50,000.
Desolation	Feb. 12	.....	.....	.....	.....	The Rebecca was captured by a French privateer 1799; retaken by an English vessel and sent into Nova Scotia; half of the value of vessel and cargo claimed as salvage.
Pacific Ocean . . . . .	.....	.....	.....	.....	.....	.....
.....	.....	—, 1800	.....	.....	.....	.....
Brazil . . . . .	.....	—, 1800	.....	900	.....	Capt. — was killed by a whale.
Pacific Ocean . . . . .	.....	June 28, 1801	.....	Full.	.....	Crew badly troubled with scurvy.
do . . . . .	.....	June 28, 1801	.....	Full.	.....	Do.
do . . . . .	.....	June 28, 1801	.....	Full.	.....	.....
Brazil . . . . .	.....	July 3, 1800	60	Full.	.....	Full; 60 barrels sperm.
Patagonia	Apr. —	.....	.....	.....	.....	.....
Pacific Ocean . . . . .	.....	July 17, 1802	.....	.....	.....	On a whaling and sealing voyage; no report.
.....	.....	Oct. 27, 1801	Full.	.....	.....	.....
Pacific Ocean	Oct. 23	—, 1801	.....	.....	.....	Copper-bottomed.
do . . . . .	.....	Dec. 15, 1800	Full.	.....	.....	.....
South Seas . . . . .	.....	Sept. 19, 1800	1,300	.....	.....	.....
Woolwich	Aug. 18	Nov. —, 1801	.....	Full.	.....	.....
Atlantic . . . . .	.....	Aug. 18, 1800	.....	.....	.....	Took one whale.
do . . . . .	.....	Aug. 16, 1800	.....	.....	.....	Took two whales.
Woolwich . . . . .	.....	Nov. —, 1801	.....	Full.	.....	.....
Brazil	Sept. 8	June 28, 1801	.....	Full.	.....	.....
South Seas	Aug. 27	June 28, 1801	.....	Full.	.....	.....
.....	.....	Aug. 17, 1800	.....	.....	.....	Took one whale.
Brazil . . . . .	.....	May 28, 1801	1,000	.....	.....	One of the crew a disguised female; had been two voyages undetected.
do . . . . .	.....	Apr. 29, 1801	.....	Full.	.....	.....
Bahamas . . . . .	.....	May 27, 1801	.....	64	.....	.....
Brazil . . . . .	.....	June 28, 1801	.....	Full.	.....	.....
do . . . . .	.....	June 28, 1801	.....	Full.	.....	.....
Woolwich . . . . .	.....	Nov. 16, 1801	.....	Full.	.....	.....
Pacific Ocean . . . . .	.....	.....	.....	.....	.....	Ruby last reported with 900 sperm.
.....	.....	Oct. 27, 1801	.....	Full.	.....	.....
Pacific Ocean . . . . .	.....	July —, 1802	1,500	.....	.....	Condemned by the Spanish at Valparaiso 1801.
do . . . . .	.....	.....	.....	.....	.....	.....
Pacific Ocean . . . . .	.....	.....	.....	.....	.....	.....
Pacific Ocean	Aug. 14	Aug. —, 1801	.....	.....	.....	Last reported with 1,300 sperm.
do . . . . .	.....	Dec. 4, 1802	.....	.....	.....	Made a poor voyage.
do . . . . .	.....	June 15, 1802	Full.	.....	.....	.....
South Coast . . . . .	.....	Aug. 24, 1800	40	.....	.....	.....
do . . . . .	.....	Sept. 27, 1800	40	.....	.....	.....
South Coast . . . . .	.....	Aug. 9, 1800	65	.....	.....	.....
Pacific Ocean . . . . .	.....	Sept. 27, 1800	Clean	.....	.....	.....
.....	.....	.....	.....	.....	.....	Last reported with 1,100 sperm.
Pacific Ocean	Sept. 5	.....	.....	.....	.....	Seized by the Spanish and condemned at Valparaiso 1801.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1801.				
<i>Nantucket, Mass.</i>				
Brothers	Ship	256	— Folger .....	.....
Diana	do .....	.....	— Barnard .....	.....
Fame	do .....	.....	— Obed Fitch .....	.....
Industry	do	172	— William Clark .....	.....
John Jay	do	217	— Allen .....	.....
Leo	do	217	— Starbuck .....	.....
Lydia	do	160	— Swain .....	.....
Mare	do .....	.....	— Coffin .....	.....
Renown	do .....	.....	— Grafton Gardner .....	.....
Union	do .....	.....	.....	.....
Small vessels brought from 500 to 600 barrels of humpback oil into Nantucket in 1801.				
<i>New Bedford district, Mass.</i>				
Abby	Brig .....	.....	— Coffin .....	.....
Bardley	Ship .....	.....	— Randall .....	.....
Diana	do .....	.....	— Waterman .....	.....
Dolphin	do .....	.....	— West .....	.....
Exchange	do .....	.....	— Wyer .....	.....
Herald	do .....	.....	— Gibbs .....	.....
Hunter	do .....	.....	— Butler .....	.....
Hannah and Eliza	do .....	.....	— Pinkham .....	.....
Lydia	Schooner .....	.....	— Taber .....	.....
Oxford	Sloop .....	.....	.....	.....
Swan	Schooner .....	.....	— Paddock .....	.....
<i>Boston, Mass.</i>				
Jenney	Schooner .....	.....	— Leatherbee .....	.....
1802.				
<i>Nantucket, Mass.</i>				
Alliance	Ship .....	.....	Amaziah Gardner .....	.....
Atlas	do	245	William Easton .....	.....
Boston	do	187	David Harris .....	.....
Betsey	Schooner .....	.....	— Coffin .....	.....
Belvidere	Ship .....	.....	Hezekiah Barnard .....	.....
Commerce	do .....	.....	.....	.....
Cato	do .....	.....	Solomon Folger, jr .....	.....
Criterion	do	222	— Joy .....	.....
Hope	do .....	.....	Obed Joy .....	.....
Hazard	Sloop .....	.....	.....	.....
Harriet	Ship .....	.....	Philip Fosdick .....	.....
Hudson	do .....	.....	Uriah Bunker .....	.....
Industry	do	172	George Russell, jr .....	.....
John Jay	do	217	William Clark .....	.....
Lady Adams	do	234	— Fitch .....	.....
Mary Ann	do .....	.....	Tristram Folger .....	.....
Minerva	do	200	— Jones .....	.....
Rebecca	do .....	.....	George Chase .....	.....
Ranger	do .....	.....	— Coffin .....	.....
Skey	do .....	.....	William Joy .....	.....
Union	do .....	.....	David Whippley .....	.....
The Eliza, Captain — Bunker, also sailed in July, on a sealing voyage.				

*Vessels sailing for the Pacific rarely filled in that ocean, preferring to round Cape Horn on the whalers brought some right-whale oil, and, *per contra*, some right-whalers picked up a sperm-whale, returns.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			Bbls.	Bbls.	Lbs.	
South Atlantic		Aug. 12, 1802	.....	.....	.....
Woolwich		Nov. 5, 1802	.....	.....	.....
Brazil		Aug. 12, 1802	.....	.....	.....	Full; probably about 1,500 whale.
do		July 17, 1802	.....	.....	.....	Full; probably about 1,800 whale.
Pacific Ocean	Aug. —	Feb. —, 1803	1,000	500	.....
Woolwich		Nov. 5, 1802	.....	.....	.....
.....		Aug. 12, 1802	.....	.....	.....
.....		Nov. 26, 1802	.....	.....	.....
Brazil		July 17, 1802	.....	1,400	.....
.....			
Delago	Aug. 7	.....	.....	.....	.....
.....	Oct. 3	Nov. 14, 1802	.....	.....	.....	Returned in November in consequence of some accident.
Cape G'd Hope	May —	—, 1802	.....	.....	.....
.....	Oct. —	—, 1802	.....	.....	.....
.....	Nov. —	.....	.....	.....	.....
Brazil		May 2, 1803	.....	.....	.....
Woolwich	Mar. —	May 20, 1803	.....	.....	.....
Pacific Ocean		—, 1802	.....	.....	.....
Atlantic	Mar. 15	Aug. 11, 1801	100	.....	.....	Sailed in August for Atlantic; no further report.
.....			
Atlantic	Dec. 10	Oct. —, 1801	60	.....	.....
.....		July —, 1802	110	.....	.....
Atlantic	Dec. 7	.....	.....	.....	.....
.....			
Brazil		June 31, 1803	.....	.....	.....	"Most full."
Pacific Ocean	Sept. 16	Mar. 30, 1805	1,800	.....	.....	Had, also, some whale-oil.
Cape G'd Hope		Jan. 2, 1804	600	300	.....
Cape de Verde		Aug. 12, 1802	.....	No report.	.....	Sailed again October 19, 1802.
Pacific Ocean		Jan. 2, 1804	800	.....	.....
.....		May 25, 1804	.....	.....	.....
Pacific Ocean		Nov. 12, 1804	.....	.....	.....	Nearly full.
Brazil	Aug. 20	Mar. 15, 1804	.....	.....	.....
South Atlantic		Aug. 11, 1803	.....	1,000	.....
Atlantic	Dec. —	.....	.....	.....	.....	Last reported with 40 sperm.
Woolwich		Dec. 3, 1803	.....	1,000	.....
Pacific Ocean	July —	Sept. 13, 1803	.....	450	.....
Brazil		Nov. 5, 1803	.....	900	.....
Woolwich	Aug. 24	.....	.....	.....	.....	Last reported with 32,000 skins, bound for China.
.....			
Woolwich		Nov. 9, 1803	.....	900	.....
Pacific Ocean		Aug. —, 1804	.....	.....	.....	Whaling and sealing; reported with 23,000 skins.
.....			.....	.....	.....	Full.
Brazil		Apr. —, 1803	.....	.....	.....
Pacific Ocean	July —	.....	.....	.....	.....
Brazil		Sept. 13, 1803	.....	900	.....
Pacific Ocean		Sept. 1, 1804	900	.....	.....	Bought from Boston, 1802.
.....		Apr. 20, 1804	.....	.....	.....

homeward trip with a well trimmed ship and fill with right-whale oil on Brazil; hence many sperm-ward or homeward bound. Probably the gross amounts would not, however, vary much from the

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1802.				
<i>New Bedford district, Mass.</i>				
Abby	Brig		Solomon Coffin	
Diana	Ship		Waterman	
Dolphin	do		West	William Rotch
Hannah and Eliza	do			
Hunter	do		Butler	
Herald	do		Hathaway	
Lucy	Schooner		Pinkham	
Marla	Ship		Brightman	
Susan	Sloop			
Triton	Brig		Lot Claaby	
Wareham	Ship		Baxter	
Winslow	do		Paddock	
	do		Toby	
<i>New London, Conn.</i>				
Dispatch	Ship			
<i>Sag Harbor, N. Y.</i>				
Abigail	Ship		Barnard	
Minerva	do		Fowler	
1803.				
<i>Nantucket, Mass.</i>				
Alligator	Ship		Swain	
Aurora	Brig		Coffin	
Alliance	Ship		Amaziah Gardner	
Betsy	Schooner		Gardner	
Dove	Sloop			
Eliza	Brig		Paddock	
Henry	Ship		Peter Myrick	
Hope	do		Obed Joy	
Harlequin	do		Starbuck	
Leo	Brig	217	Uriah Bunker	
Lydia	Ship	160	Ray	
Margaret	do		Reuben Starbuck	
Neutrality	do			
Perseverance	do		Coffin	
Renown	do		Alpheus Coffin	
Ruby	do	221	Tristram Barnard	
Rebecca	do		George Chase	
Swallow	Brig		Bunker	
	Ship		Barzillai Hussey	
Three Nantucket whaling-schooners (one commanded by David Folger) are reported to have been seized by the French armed schooner <i>Telegraphe</i> , off <i>Aux Cayes</i> , carried into <i>Jacmel</i> , and condemned; the crews were imprisoned in the fort, and six of them are said to have died. The ship <i>Favorite</i> , Captain Coffin, sailed in 1802 or 1803, arrived May 6, 1804.				
<i>New Bedford district, Mass.</i>				
Abby	Brig		Taber	Joseph Tripp
Ann	Ship		Gwinn	
Barclay	do		Randall	
Commerce	Brig		Paddock	
Dolphin	Ship		West	
Diana	do		Waterman	
Exchange	do		Wyer	J. Allen
Herald	do		Hathaway	
Hero	Bark		Barzillai Hussey	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale bone.	
Atlantic		June —, 1803	Bbls.	Bbls.	Lbs.	Last reported with 100 sperm.
Woolwich		Oct. 13, 1803		Full		
Delago	Nov. —	Feb. 16, 1804		1,200		Probable yield.
		Aug. 11, 1803				No report from Hannah and Eliza.
Brazil		June 25, 1804				No report. Had, at last accounts, 900 whale.
do		May 2, 1803				No report.
Atlantic		July 1, 1803				Last reported with 100 sperm.
Delago		—, 1804		800		
Atlantic		Oct. 22, 1803	Clean			
Delago		Feb. 2, 1804				
		Dec. 11, 1803				
Pacific Ocean ..		Sept. —, 1804				Last reported with 950 sperm.
Woolwich						Last reported with 200 sperm, 1,200 whale.
						Withdrawn on her return.
Brazil	Aug. —	—, 1803				Last reported with 900 whale.
do	Aug. —	—, 1803				Do.
Delago		Mar. —, 1804		1,600		
Cape G'd Hope ..						
Patagonia		Apr. 14, 1804		Full		Mostly elephant oil.
						Reported at Barbadoes, February 17, 1804, with 400 sperm.
Patagonia		June —, 1804				
Pacific Ocean ..		Oct. 31, 1805	1,000			
Brazil		July 30, 1804				
		Aug. 3, 1804				
Patagonia		Feb. 24, 1804				
		Nov. 23, 1804				
Pacific Ocean ..		Dec. 13, 1805	1,100			
Brazil		Apr. 30, 1804				
		Nov. 23, 1804				
Pacific Ocean ..		Nov. 3, 1805	1,250			
do			Full			
Brazil		Sept. —, 1804		800		
Patagonia	Oct. 15					
Brazil		May 5, 1804		1,000		
Atlantic	July —	June 22, 1804	280			
	Nov. 11					
Delago	May 13	Nov. 23, 1804				
	Dec. —	Dec. 9, 1803		Clean		
		Feb. 16, 1804				
	Dec. 30					
		Apr. 27, 1804				
Brazil	Aug. 5	Sept. 21, 1804				Captain Wyer died on the voyage. No report of oil.
do		June 15, 1804				Owned in Fairhaven. Last reported with 1,000 whale.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1803.				
<i>New Bedford district, Mass.—Cont'd.</i>				
Hannah and Eliza	Ship	.....	.....	.....
Hunter	do	.....	Butler .....	.....
Lucy	do	.....	{ Obed Pinkham .....	.....
.....	.....	.....	{ Cheeley .....	.....
Oxford	Sloop	.....	..... Hillman .....	.....
Swan	Schooner	.....	{ ——— Smith	John Alden
.....	.....	.....	{ ——— Smith .....	.....
Rover	Ship	.....	—— Ray .....	.....
Sarah	do	.....	.....	.....
Triton	do	.....	.....	.....
The ship Edward sailed 1801 or 1802; arrived December 23, 1803.				
<i>Hudson, N. Y.</i>				
Juno	Ship	.....	—— Bunker .....	.....
Thomas	do	.....	—— Folger .....	.....
Uncle Toby	do	.....	—— Swain .....	.....
Volunteer	Brig	.....	—— Jenkins .....	.....
<i>Sag Harbor, N. Y.</i>				
Abigail .....	.....	.....	.....	.....
Minerva .....	.....	.....	.....	.....
1804.				
<i>Nantucket, Mass.</i>				
Alliance	Ship	.....	Amasa Gardner .....	.....
Alligator	do	.....	David Swain .....	.....
Aurora	do	340	—— Hussey .....	.....
Boston	do	187	William Perkins .....	.....
Belvidere	do	.....	Richard G. Swain .....	.....
Commerce	do	.....	—— Eldridge .....	.....
Criterion	Ship	225	—— Joy .....	.....
Dove	Sloop	.....	—— White .....	.....
Essex	Ship	236	David Harris .....	.....
Eliza	Brig	.....	—— Chase .....	.....
Eagle	Brig	.....	David Folger .....	.....
Fame	Schooner	.....	Timothy Folger .....	.....
Fame	Ship	.....	Obed Wyr .....	.....
Harriet	do	.....	David Worth .....	.....
Henry	do	.....	Peter Myrick .....	.....
Industry	do	172	George Russell, jr. ....	.....
John Jay	do	217	William Clark .....	.....
Lima	do	160	Solomon Swain .....	.....
Lydia	do	.....	Paul Ray .....	.....
Mara	do	.....	Jonathan Barney .....	.....
Manilla	do	.....	George Barrett .....	.....
Mary Ann	do	.....	Tristram Folger .....	.....
President	Schooner	.....	.....	.....
Sally	Sloop	.....	.....	.....
Sterling	Ship	.....	Simeon Starbuck .....	.....
Union	do	.....	—— Folger .....	.....
<i>New Bedford, Mass.</i>				
Abby	Brig	.....	—— Taber .....	.....
Betsy	Schooner	.....	.....	.....
Charles	Ship	.....	—— Baxter .....	.....
Drucilla	Sloop	.....	—— Hammond .....	.....
Exchange	Ship	.....	—— Smith .....	.....
Hannah and Eliza	do	.....	—— Gardner .....	.....
Hunter	do	.....	—— Butler .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
.....	Aug. 12	May 4, 1804	.....	.....	.....
.....	Aug. 12	June 25, 1804	.....	.....	.....
Atlantic	July —	July 1, 1803	100	.....	.....
.....	.....	May 6, 1804	80	.....	.....
South Coast.....	.....	Mar. 25, 1803	40	.....	.....
.....	.....	Sept. —, 1803	25	.....	.....
Atlantic .....	.....	Sept. 6, 1803	15	.....	.....
.....	Nov. 25	June 7, 1804	80	.....	.....
Cape G'd Hope	Nov. —	Jan. —, 1805	900	.....	.....
Delago	.....	Apr. —, 1804	.....	1,600	.....
do	.....	.....	.....	.....	.....
Pacific Ocean ..	.....	.....	.....	.....	.....
South Seas .....	.....	— —, 1804	.....	900	.....
Pacific Ocean ..	.....	.....	.....	.....	.....
Patagonia .....	.....	.....	.....	.....	.....	Last reported with 300 whale and some seal-skins.
.....	.....	— —, 1804	.....	.....	.....
.....	.....	— —, 1804	.....	.....	.....
Patagonia	Mar. 21	Apr. —, 1805	.....	Full.	.....	Elephant-oil.
Cape G'd Hope	Aug. —	Feb. 4, 1806	750	317	.....
New Holland ..	Aug. 24	.....	.....	.....	.....
Cape G'd Hope	.....	Nov. —, 1806	.....	Full.	.....
Pacific Ocean ..	.....	— —, 1806	.....	.....	.....
do	.....	Feb. 15, 1806	.....	Full.	.....	Elephant-oil. Captain Eldridge died on the voyage, 1804.
.....	Jan. —	.....	.....	.....	.....
Atlantic	July 23	.....	.....	.....	.....
Cape G'd Hope	Aug. —	Jan. 23, 1806	.....	Full.	.....
Patagonia .....	.....	.....	.....	.....	.....
Cape de Verde ..	June 7	Apr. —, 1805	90	.....	.....	Brought also the crew and cargo (70 sperm) of schooner Fame, lost on Isle of Sol.
do	May 29	.....	.....	.....	.....	Lost on Isle of Sol, 1804; crew and cargo saved.
Pacific Ocean ..	.....	Feb. 15, 1806	Full.	.....	.....
South Seas	June 1	— —, 1806	.....	.....	.....
Pacific Ocean ..	.....	— —, 1806	.....	.....	.....
Cape G'd Hope	.....	Dec. 24, 1805	450	Full.	.....	Full, 450 barrels of which were sperm.
Pacific Ocean ..	.....	Feb. 28, 1806	1,400	.....	.....
.....	.....	.....	.....	.....	.....	Lima, built 1804.
Brazil .....	.....	.....	.....	.....	.....
Pacific Ocean ..	.....	— —, 1806	.....	.....	.....
Patagonia .....	.....	Feb. —, 1806	.....	Full.	.....
South Seas	July —	— —, 1806	.....	1,330	.....
Patagonia .....	.....	.....	.....	.....	.....
Cape de Verde ..	Jan. 8	.....	.....	.....	.....	Last reported with two whales, May 8.
Pacific Ocean ..	.....	— —, 1806	.....	.....	.....
South Seas	Nov. —	.....	.....	.....	.....
.....	
Atlantic	July —	June 29, 1804	120	.....	.....
.....	Oct. —	.....	.....	.....	.....
Atlantic .....	.....	Sept. —, 1804	.....	.....	.....	No report.
Cape G'd Hope	July —	.....	.....	.....	.....
.....	May 1	Returned May 12, the English man-of-war Leander having taken out of her twelve English sailors; sailed again, 1804.
.....	Sept. —	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1804.				
<i>New Bedford district, Mass.</i>				
Lucy	Brig .....	.....	— Brook .....	.....
Maria	Ship .....	.....	— Brightman .....	.....
Maria	do .....	.....	— Coffin .....	.....
Phebe Ann.	do .....	.....	— Barnard .....	.....
Rhoda	Schooner .....	.....	— Sanford .....	.....
Sally	Ship .....	.....	— Clasby .....	.....
Sarah	do .....	.....	.....	.....
Swan	Schooner .....	.....	— Simmons	John Alden
Triton	Brig .....	.....	.....	.....
Walker	Ship .....	.....	— Coleman .....	.....
Winslow	do .....	.....	— Cross .....	.....
.....	Brig .....	.....	Sylvanus Russell .....	.....
<i>Sag Harbor, N. Y.</i>				
Alknomac	Ship .....	.....	John Hildreth	Benjamin Hunting
A sloop commanded by — Wickham (?) was spoken July 5, 1804, six months out, with 60 barrels. Port not ascertained.				
1805.				
<i>Nantucket, Mass.</i>				
Commerce	Ship .....	.....	Jesse Bunker .....	.....
Cato	Ship .....	.....	Solomon Folger, jr. ....	.....
Chili	do	293	— Bun er .....	.....
Eliza	Brig .....	.....	— Chase .....	.....
Edward	Ship .....	.....	Isaiah Ray .....	.....
Fame 2	do .....	.....	Richard Folger .....	.....
Hope	do .....	.....	Obed Joy .....	.....
Hudson	do .....	.....	Uriah Bunker .....	.....
Lydia	do	160	Paul Ray .....	.....
Mary	do .....	.....	— Barney .....	.....
Rebecca	do .....	.....	George Chase .....	.....
Sukey	do .....	.....	.....	.....
Union	do .....	.....	Silas Swain .....	.....
<i>New Bedford district, Mass.</i>				
Herald	Ship .....	.....	— Coffin .....	.....
.....	do .....	.....	— Hathaway .....	.....
Russell	do .....	.....	— Allen .....	.....
<i>Sag Harbor, N. Y.</i>				
Minerva	Ship .....	.....	.....	.....
<i>New London, Conn.</i>				
Dauphin	Ship	240	.....	.....
1806.				
<i>Nantucket, Mass.</i>				
Alliance	Ship .....	.....	— Pinkham .....	.....
Essex	do	238	David Harris .....	.....
Fame	do .....	.....	— Folger .....	.....
Hope	do .....	.....	.....	.....
Henry	do .....	.....	— Myrick .....	.....
John Jay	do	217	William Clark .....	.....
Mars	do .....	.....	.....	.....
Neutrality	do	— Folger
Ranger	do
Rebecca	do
Ruby	do	221	— Barnard
Sukey	do	— Gardner
Union	do

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1896.				
<i>New Bedford district, Mass.</i>				
Acushnet	Ship .....	.....	— Tobey .....	.....
Hero	do .....	.....	— Tobey .....	.....
Jefferson	do .....	.....	— Brock .....	.....
Maria	do .....	.....	— Coffin .....	.....
Phebe Ann	do .....	.....	— Russell .....	.....
Sally	do .....	.....	— Claesby .....	.....
Triton	do .....	.....	— Clark .....	.....
Winalow	do .....	.....	— Coleman .....	.....
<i>New London, Conn.</i>				
Dolphin	Ship	240	— Sayer .....	.....
Lydia	do .....	.....	— Douglass .....	.....
Leonidas	do	282	— Barnes .....	.....
1897.				
<i>Nantucket, Mass.</i>				
Alert	Brig .....	.....	— Worth .....	.....
Brothers	Ship	256	— Perkins .....	.....
Boston	do	187	— Claesby .....	.....
Criterion	do	229	— Starbuck .....	.....
Chili	do	99	— Bunker .....	.....
Gardner	do .....	.....	— Briggs .....	.....
Hope	do .....	.....	.....	.....
Leo	do	217	— Gardner .....	.....
Lydia	do	161	— Allen .....	.....
Lion	do .....	.....	— Paddock .....	.....
Olive	do .....	.....	— Swain .....	.....
Samuel	do	287	— Gardner .....	.....
Union	Brig .....	.....	— Hussey .....	.....
Union	Ship .....	.....	Edmund Gardner .....	.....
<i>Greenwich, R. I.</i>				
Dauphin	Ship .....	.....	— Sayre .....	.....
<i>New Bedford district, Mass.</i>				
Alb	Ship .....	.....	— Gwinn .....	.....
Barclay	do .....	.....	Gideon Randall .....	.....
Charles	do .....	.....	— Baxter .....	.....
Diana	do .....	.....	— Paddock .....	.....
Swan	Schooner .....	.....	— West .....	.....
<i>New London, Conn.</i>				
Dolphin	Ship	240	— Sayre .....	.....
Leonidas	do	282	— Barnes .....	.....
Lydia	do .....	.....	— Douglass .....	.....
<i>Sag Harbor, N. Y.</i>				
Alknomac	Ship .....	.....	— Jones .....	.....
Brasil	do .....	.....	— Fowler .....	.....
1898.				
<i>Nantucket, Mass.</i>				
Alliance	Ship .....	.....	— Pinkham .....	.....
Adolphus	Sloop .....	.....	.....	.....
Atlas	Ship .....	.....	— Joy .....	.....
Aligator	do .....	.....	.....	.....
Belvidere	do .....	.....	— Nichols .....	.....
Brothers	do .....	.....	— Worth .....	.....
Criterion	do .....	.....	— Starbuck .....	.....
Eliza	Brig .....	.....	— Chase .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil	Whale-oil	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Cape G'd Hope		Mar. 11, 1808	.....	1,500	.....	Of Westport. Jefferson carried her oil to Milford Haven.
Delago		Dec. 5, 1807	.....	.....	.....
South Seas .....			.....	.....	.....
Pacific Ocean		Nov. 27, 1808	.....	.....	.....
do		June 23, 1808	1,200	.....	.....
East Coast		Jan. 13, 1808	.....	800	.....
Cape G'd Hope		Oct. 17, 1807	.....	Full.	.....
Pacific Ocean .....			.....	.....	.....
Patagonia		—, 1807	.....	.....	.....	Built 1806.
do		June 23, 1807	.....	.....	.....
do .....			.....	.....	.....
do	Nov. —		.....	.....	.....
do	Dec. 12		.....	.....	.....
East Cape		Sept. 18, 1808	.....	Full.	.....
Pacific Ocean	Aug. 27		.....	.....	.....
do	Dec. 12	Aug. —, 1809	1,500	.....	.....
Cape G'd Hope		Oct. 31, 1808	.....	.....	.....	Boarded and badly damaged by a water-spout, 1808.
do	Sept. 10		.....	.....	.....
Pacific Ocean		May 17, 1809	Full.	.....	.....
do	Aug. 27		.....	.....	.....
do	July 6		.....	.....	.....
Pacific Ocean		May 5, 1809	1,700	.....	.....	Brought oil and seal-skins. Struck on a whale and sunk October 1. The crew landed at Flores October 8, after a voyage of 600 miles in open boats.
Patagonia	Sept. 10	Mar. 12, 1808	.....	.....	.....
do .....			.....	.....	.....
do .....			.....	.....	.....
Pacific Ocean	Oct. —	May 13, 1809	.....	1,700	.....	Last reported with 1,200 sperm. Carried her cargo to England.
Pacific Ocean	Oct. —		.....	Full.	.....
Pacific Ocean	Aug. —	Feb. 28, 1809	Full.	.....	.....
Atlantic	Sept. 9	Sept. 24, 1807	.....	.....	.....
Patagonia .....			.....	.....	.....
do		—, 1808	.....	.....	.....	Crew of Leonidas sick with scurvy; sent boat ashore at Trinidad for supplies, and were unable to return for her. The men were rescued by schooner Experiment, sent by the United States Government for that purpose.
do .....			.....	.....	.....
do .....			.....	.....	.....
Brazil		May —, 1808	.....	.....	.....
do .....			.....	.....	.....
do .....			.....	.....	.....
Cape G'd Hope		Apr. 12, 1810	700	
Atlantic	Apr. 27		
do	
Pacific Ocean	Apr. —	—, 1810	
do	Apr. —		

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Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1898.				
<i>Nantucket, Mass.—Continued.</i>				
Hope	Ship	—	Clark	
Harlequin	do	—	Starbuck	
John and James	do	—	Clark	
John Jay	do	—		
Leo	Brig	—	Owen Swain	
Lady Adams	Ship	—	Folger	
Lydia	do	—	Swain	
Mars	do	—		
Ranger	do	—	Joy	
Reliance	do	—	Pinkham	
Union	Brig	—	Luce	
<i>New Bedford district, Mass.</i>				
Cornelia	Schooner	—	Hathaway	
Danube	Ship	—	Mosher	
Edward	do	—	Ray	
Herald	do	—	Coffin	
Hero	do	—	Paddack	
Lucy	Brig	—	Lewis	
Maria	Ship	202	Coffin	
Martha	do	—	Tobey	
Phoebe Ann	do	—	Russell	
Sally	do	—	Clark	William Rotch, Jr.
Thacher	Schooner	—	Mosher	
Triton	Ship	—	Swain	
Walker	do	—	West	
Winslow	do	—	Coleman	
<i>New London, Conn.</i>				
Dolphin	Ship	240	Sayre	
Lydia	do	—	Douglas	
Leonidas	do	282		
<i>Sag Harbor, N. Y.</i>				
Alknomac	Ship	—	Jones	
Brazil	do	—	Fowler	
Warren	do	—	Post	
Washington	do	—	Fowler	
<i>Greenwich, R. I.</i>				
Dauphin	Ship	—	Sawyer	
Schooner Thacher sailed from Dartmouth on a whaling-cruise in 1898, but there is no further report.				
1899.				
<i>Nantucket, Mass.</i>				
Atlas	Ship	249	Reuben Joy	
Brothers	do	256	Benjamin Worth	
Criterion	do	229	William Clasby	
Chili	do	293	James Bunker	
Delight	Schooner	—	Coffin	
Eliza	Ship	—		
Essex	do	236	Daniel Russell	
Fame	do	—	Job Coffin	
Gardner	do	—	Isaiah Ray	
Golden Farmer	do	290	George Swain, 2d	
Hope	do	—	Clark	
Henry	do	—	Isaac Gardner	
Hunter	Sloop	—	Luce	
Industry	Ship	172	G. Russell	
John and James	do	—	Perkins	
Lydia	do	161	Silas Swain	
Lima	do	231	Solomon Swain	
Lion	do	—	Peter Paddack	
Leo	do	217	Robert Gardner, Jr.	
Mount Hope	Schooner	—		
Monticello	Ship	—	Barzilai Coffin	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whale-bone.	
			<i>Bbls.</i>	<i>ibls.</i>	<i>Lbs.</i>	
Pacific Ocean		May 17, 1809	.....	Full	.....	Last reported with 1,200 whale.
Brazil		June 27, 1809	.....	.....	.....	Condemned at Payta, 1809.
Pacific Ocean		June 3, 1810	1,400	.....	.....
do		Aug. —, 1810	500	.....	.....	Brought some whale-oil.
Brazil	Apr. —	Apr. —, 1809	.....	.....	.....
Pacific Ocean		May 1, 1810	.....	.....	.....
do		June 3, 1-10	1,800	.....	.....
Cape G'd Hope		Apr. 11, 1810	.....	.....	.....
do		Mar. 5, 1810	.....	.....	.....
Atlantic	May —	.....	.....	.....	.....
Pacific Ocean	Sept. —	June 12, 1810	.....	.....	.....	No report.
Cape G'd Hope	Sept. —	Apr. 13, 1810	.....	400	.....	Last reported with 1,200 sperm.
do	Oct. —	—, 1810	.....	85	.....	Belonged to Westport.
do	May —	.....	.....	.....	.....
Pacific Ocean	July —	May 8, 1810	1,120	500	.....
Pacific Ocean	Sept. —	July 22, 1810	1,200	.....	.....
do		Aug. 16, 1810	.....	.....	.....
Atlantic	Apr. —	—, 1809	.....	.....	.....	Belonged to Dartmouth.
do	July —	—, 1809	.....	.....	.....
Cape G'd Hope		Jan. 7, 1810	.....	750	.....
Pacific Ocean	July —	June 13, 1810	1,700	.....	.....
do	Oct. —	June —, 1810	.....	.....	.....
Brazil		—, 1809	.....	.....	.....
do		—, 1809	.....	.....	.....
do		—, 1809	.....	.....	.....	Sold, 1809.
Brazil		—, 1809	.....	1,60	.....
do .....		.....	.....	.....	.....	Last reported with 1,000 whale.
do .....		.....	.....	.....	.....	Probably obtained about 1,600 barrels.
do		May 13, 1809	.....	1,70	.....
do .....		.....	.....	.....	.....
do .....		.....	.....	.....	.....
Pacific Ocean .....		.....	.....	.....	.....
do	June 27	Nov. 18, 1810	.....	.....	.....
do		July 2, 1811	Full	.....	.....
do	Nov. 5	Nov. —, 1811	Full	.....	.....	Some whale.
Atlantic	Dec. —	.....	.....	.....	.....
do	June 20	.....	.....	.....	.....
Pacific Ocean		Apr. 29, 1811	.....	.....	.....	Full, lacking 100 barrels.
East Shore	Oct. —	July 16, 1811	Full	.....	.....
Pacific Ocean	Oct. —	June 22, 1811	Full	.....	.....
do		Nov. —, 1810	20	1,000	.....
Brazil		Feb. 9, 1811	1,30	.....	.....
Pacific Ocean	May 7	.....	.....	.....	.....	Last reported 30 days out, clean.
Atlantic		Nov. —, 1810	.....	90	.....
Brazil		Nov. —, 1810	.....	1,200	.....	Captain Swain was killed by a whale.
do		July 1, 1811	.....	.....	.....
Pacific Ocean	July 11	July 1, 1811	1,000	.....	.....
do		Jan. 13, 1811	1,60	.....	.....
do	Aug. 2	Nov. —, 1811	Full	.....	.....	Mostly sperm.
Atlantic	Feb. —	Jan. 13, 1811	1,330	Last reported June 10, 90 barrels.
Pacific Ocean	

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Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1899.				
<i>Nantucket, Mass.—Continued.</i>				
Perseveranda.....	Ship .....	...	Abraham Coffin .....	.....
Rebecca.....	do .....	...	George Chase .....	.....
Ruby.....	do	221	Christopher Wyer .....	.....
Ranger.....	do .....	...	— Joy .....	.....
Sterling.....	do .....	...	Richard Folger .....	.....
Sukey.....	do .....	...	George W. Gardner .....	.....
Samuel.....	do	287	Jonathan Swain .....	.....
Thomas.....	do	261	Davis Whippey .....	.....
<i>New Bedford district, Mass.</i>				
Barclay.....	Ship .....	...	Gideon Randall.....	.....
Charles.....	do .....	...	— Baxter .....	.....
Diana.....	do .....	...	— Paddock	Wm. Rotch, jr., & Sons.
Herald.....	do .....	...	— Coffin .....	.....
Martha.....	do .....	...	— Tobey.....	J. Alden
Swan.....	Schooner .....	...	— Tobey.....	.....
Thacher.....	do .....	...	.....	.....
<i>Sag Harbor, N. Y.</i>				
Abigail.....	Ship .....	...	— Bunker .....	.....
Alknomac.....	do .....	...	— Jones .....	.....
Jefferson.....	do .....	...	— Post.....	.....
Lavinia.....	do .....	...	— Fowler.....	.....
Warren.....	do .....	...	— Sayre.....	.....
Washington.....	do .....	...	— Fowler.....	.....
<i>Greenwich, R. I.</i>				
Dauphin.....	Ship .....	...	— Sawyer.....	.....
1910.				
<i>Nantucket, Mass.</i>				
Alligator.....	Ship .....	...	Owen Swain .....	.....
Alliance.....	do .....	...	Hezekiah Pinkham .....	.....
Boston.....	do	187	— Wood .....	.....
Dove.....	Sloop .....	...	William B Coffin .....	.....
John Jay.....	Ship	217	.....	.....
.....	do .....	...	Elisha Folger, jr. ....	.....
Lady Adams.....	do	237	David Swain, 2d.....	.....
Lydia.....	do	167	Obed Luce.....	.....
Leo.....	Brig	217	John Fitch.....	.....
Mara.....	Ship	317	Brown Chase.....	.....
Minerva.....	do	207	— Folger .....	.....
Mary Ann.....	do .....	...	— Coffin .....	.....
Renown.....	do .....	...	William Joy.....	.....
Rebecca.....	do .....	...	.....	.....
Ranger.....	do .....	...	.....	.....
Sukey.....	do .....	...	.....	.....
Union.....	Brig .....	...	— Bunker .....	.....
<i>New Bedford, Mass.</i>				
Diana.....	Ship .....	...	— Hathaway	Samuel Rodman
Maria.....	do .....	...	— Coffin	do
Martha.....	do .....	...	— Dillingham	Seth Russell & Sons
Phebe Ann.....	do .....	...	— Russell.....	Samuel Rodman
Sally.....	do .....	...	Obed Clark.....	Rotch & Hazard.....
<i>Greenwich, R. I.</i>				
Walker.....	Ship .....	...	— West.....	.....
Winslow.....	do .....	...	— Gardner.....	Samuel Rodman
<i>Sag Harbor, N. Y.</i>				
Abigail.....	Ship .....	...	— Bunker .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
.....do .....	.....	Nov. 18, 1810	Bbls.	Bbls.	Lbs	
Brazil .....	.....	Aug. 4, 1810	Full.	.....	.....
Pacific Ocean	Aug. 2	Oct. 17, 1811	Full.	.....	.....
Woolwich .....	.....	.....	.....	.....	.....
Pacific Ocean .....	.....	June 22, 1811	Full.	.....	.....
.....do	July 11	June 6, 1811	Full.	.....	.....
.....do	July 26	June 22, 1811	Full.	.....	.....
.....do	Oct. —	Sept. 27, 1811	Full.	.....	.....	Built 1809.
Pacific Ocean .....	.....	May 9, 1811	2,000	.....	.....
.....do	Nov. —	.....	.....	.....	.....
Pacific Ocean	Aug. —	June 13, 1811	.....	.....	.....
Cape G'd Hope .....	.....	.....	.....	.....	.....
Brazil	Aug. —	June 12, 1810	.....	1,000	.....
Atlantic	May 5	.....	.....	.....	.....
Brazil .....	.....	.....	.....	.....	.....
.....do .....	.....	.....	.....	.....	.....
.....do .....	.....	.....	.....	.....	.....
.....do .....	.....	June —, 1810	.....	.....	.....
Patagonia .....	.....	June 16, 1810	.....	700	.....
Brazil .....	.....	.....	.....	.....	.....
Brazil .....	.....	.....	.....	.....	.....
Pacific Ocean .....	.....	.....	.....	.....	.....	Captured by the English, 1812, full of sperm-oil and sent into St. Thomas.
.....do	July 8	Dec. 8, 1812	.....	.....	.....	Arrived at Newport.
.....do .....	.....	July 16, 1812	.....	.....	.....
West Indies .....	.....	..... 1811	.....	.....	.....	No report.
Pacific Ocean	Sept. 16	Sept. 4, 1812	Full.	.....	.....	Arrived at Newport.
.....do .....	.....	Dec. 4, 1812	.....	.....	.....	Arrived at New Bedford.
.....do .....	.....	Jan. 29, 1813	1,150	.....	.....
.....do .....	.....	July 21, 1812	Full.	.....	.....	Captain Swain was killed by a whale.
.....do .....	.....	Apr. 8, 1813	Full.	.....	.....	Also 60 barrels on deck.
.....do	Aug. 21	Oct. 26, 1812	1,100	.....	.....	Arrived at Norfolk, Va.
.....do .....	.....	Dec. 7, 1812	1,400	.....	.....
Coast Africa .....	.....	Mar. 16, 1811	.....	Full.	.....
South Seas .....	.....	Mar. —, 1811	.....	.....	.....
Woolwich .....	.....	.....	.....	.....	.....	Last reported with 600 whale.
Pacific Ocean .....	.....	.....	.....	.....	.....	Captured with 1,300 sperm and sent into Bermuda, 1812.
.....do .....	.....	.....	.....	.....	.....
South Coast .....	.....	Jan. 11, 1811	.....	.....	.....
Pacific Ocean	Apr. 13	July 3, 1812	.....	.....	.....
.....do .....	.....	May 8, 1812	.....	.....	.....
Brazil .....	.....	July 15, 1811	.....	.....	.....
Pacific Ocean	Nov. —	June 2, 1812	.....	.....	.....	Captured July 20, 1812, by the English sloop-of-war Recruit, and sent into Bermuda; had 1,250 sperm; value of vessel and cargo, \$40,000.
.....do	Captured by the English with a cargo of sperm-oil.
.....do	Aug. —	Feb. 5, 1812	1,200	
Patagonia	Sept. 20	Oct. 8, 1811	
Brazil	Aug. 12, 1811	800	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1810.				
<i>Nantucket, Mass.—Continued.</i>				
Alliance	Ship	187	Hezekiah Pookham ..	.....
Boston	do	187	— Wood .....	.....
Dove	Sloop .....	.....	.....	.....
John Jay	Ship	217	William B. Coffin ..	.....
Lady Adams	do	230	Elisha Folger, jr ..	.....
Leo	Brig	217	Obed Luce .....	.....
Lydia	Ship	168	David Swain, 2d ..	.....
Mars	do .....	.....	John Fitch .....	.....
Minerva	do	200	Brown Chase .....	.....
Rebecca	do .....	.....	— Coffin .....	.....
Ranger	do .....	.....	William Joy .....	.....
Sakey	do .....	.....	.....	.....
<i>New Bedford, Mass.</i>				
Diana	Ship .....	.....	— Hathaway	Samuel Redman
Sally	do .....	.....	Obed Clark	Rotch & Hazard
Walker	do .....	.....	— West .....	.....
<i>Greenwich, R. I.</i>				
Dauphin	Ship .....	.....	— Coffin .....	.....
1811.				
<i>Nantucket, Mass.</i>				
Atlas	Ship	249	Obed Joy .....	.....
Brothers	do	256	Benjamin Whippley, Jr ..	.....
Betsy	Schooner ..	.....	— Gardner .....	.....
Criterion	Ship	228	William Clark .....	.....
Chili	do	223	Robert Gardner, jr ..	.....
Dove	Sloop .....	.....	— Luce .....	.....
Essex	Ship	230	— Russell .....	.....
Fame	do .....	.....	Job Coffin .....	.....
Golden Farmer	do	227	George Swain, 2d ..	.....
Gardner	do .....	.....	Isaiah Ray .....	.....
George	do .....	.....	Benjamin Worth .....	.....
Hope	do .....	.....	Reuben Weeks .....	.....
Hunter	Sloop .....	.....	— Luce .....	.....
Industry	Ship	177	— Russell .....	.....
Lion	do .....	.....	— Paddock .....	.....
Leo	do	217	Tristram Folger .....	.....
Lima	do	228	— Swain .....	.....
Monticello	do .....	.....	Barzillai Coffin .....	.....
Mary Ann	do .....	.....	George Russell, jr ..	.....
Manilla	do .....	.....	Joseph McCleave .....	.....
Mount Hope	Schooner ..	.....	Abalom Coffin .....	.....
Ocean	Brig .....	.....	.....	.....
Orange	Sloop .....	.....	William Perkins .....	.....
Perseverance	Ship .....	.....	Thomas Paddock .....	.....
Renown	do .....	.....	Zaccheus Barnard .....	.....
Rebecca	do .....	.....	Jethro Coffin .....	.....
Sterling	do .....	.....	Jonathan Swain .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean ..	July 8	Dec. 8, 1812	.....	.....	.....	Arrived at Newport.
...do ..		Dec. 16, 1812	.....	.....	.....	No report.
West Indies ..		—, 1811	.....	.....	.....	Arrived at New Bedford.
Pacific Ocean ..		Dec. 4, 1811	.....	.....	.....	Arrived at Newport.
...do ..	Sept. 16	Sept. 4, 1812	Full.	.....	.....
...do ..		Jan. 20, 1812	1, 15	.....	.....	Also 60 barrels on deck.
Pacific Ocean ..		Apr. 8, 1813	Full.	.....	.....
...do ..		July 11, 1813	Full.	.....	.....
...do ..	Aug. 31	Nov. 27, 1813	Full.	.....	.....	Arrived at Norfolk, Va.
...do ..		Dec. 7, 1813	1, 400	.....	.....
Woolwich ..			.....	.....	.....	Last reported with 600 whale.
Pacific Ocean ..			.....	.....	.....	Captured with 1,309 sperm, and sent into Bermuda, 1813.
...do ..			.....	.....	.....
...do ..	Apr. 13	July 3, 1812	.....	.....	.....
Pacific Ocean ..			.....	.....	.....	Captured July 20, 1812, by English sloop-of-war Recruit; sent into Bermuda; had 1,250 sperm. Value of vessel and cargo, \$40,000.
...do ..			.....	.....	.....	Captured by the English with a cargo of sperm-oil.
Patagonia ..	Sept. 20	Oct. 8, 1811	.....	.....	.....
Pacific Ocean ..	Nov. —	Dec. —, 1813	850	.....	.....
...do ..		Dec. 7, 1812	1, 800	.....	.....
Atlantic ..	Jan. —	.....	50	.....	.....
Pacific Ocean ..		Dec. —, 1813	Full.	.....	.....	Arrived in Rhode Island.
Atlantic ..	July 20	—, 1812	6	.....	.....
Pacific Ocean ..	Aug. —		.....	.....	.....	Captured in 1813 with 1,200 sperm; sent to England.
...do ..	Oct. 3	Dec. —, 1812	1, 800	.....	.....	Arrived at New Bedford.
...do ..	Dec. 12		.....	.....	.....	Captured by the Loire December 4, 1813; had 400 sperm.
...do ..	Nov. 23		.....	.....	.....	Captured in 1813 with 1,300 sperm, and sent into Halifax.
Woolwich ..	Aug. 4		.....	.....	.....	Captured with a cargo of oil, by the Tribune, September 27, 1812; sent into Barbadoes.
Atlantic ..	May 7		.....	.....	.....	No report.
Patagonia ..	June 4		.....	.....	.....
Pacific Ocean ..		May —, 1813	.....	Full.	.....	Captain Folger was 61 years old; had 60 barrels on deck.
Coast Africa ..			.....	.....	.....
Pacific Ocean ..	Sept. 28		.....	.....	.....	Captured by the Albion December 7, 1813; sent into Bermuda.
...do ..	Oct. 3		.....	.....	.....	Captured by the English brig Sophie, off Delaware; had 500 sperm.
Patagonia ..			.....	.....	.....	Captured within five days' sail of Nantucket, by English letter-of-marque Tiger, in 1812; full of elephant-oil.
Atlantic ..	Feb. —		.....	.....	.....	No report.
South Seas ..			.....	.....	.....	Sent home 23 sperm; captured and sent into Cape of Good Hope 1812.
Atlantic ..		Aug. 17, 1811	Full.	.....	.....
Pacific Ocean ..	July 21		.....	.....	.....	Captured on Tuckanuck Shoals, 1814, by an English 74; had 350 sperm.
...do ..	Aug. 4		.....	.....	.....	Sent home 37 casks sperm; captured by an English armed whaler; had 1,600 sperm.
Brasil	Captured by an English brig; sent into Rio Janeiro.
Pacific Ocean	Captured and sent into Barbadoes, 1813.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1811.				
<i>Nantucket, Mass.—Continued.</i>				
Sakey	Ship .....	...	John Macy .....	.....
Stanhope	Schooner .....	...	— Gamble .....	.....
Samuel	Ship	28	Prince Coleman .....	.....
William Penn	do	15	George W. Gardner .....	.....
<i>Sag Harbor, N. Y.</i>				
Abby	Ship .....	...	.....	.....
<i>— New Bedford, Mass.</i>				
Ann	Ship .....	...	James Gwinn .....	.....
Barclay	do .....	...	Gideon Randall .....	.....
Diana	do .....	...	— Paddock .....	.....
Maria	do .....	...	— Coffin .....	.....
<i>Westport, Mass.</i>				
Hero	Bark .....	...	— Barns .....	.....
1812.				
<i>Nantucket, Mass.</i>				
Brothers	Ship	23	— Worth .....	.....
Charles	do	27	Grafton Gardner .....	.....
Diana	Brig	8	Calvin Bunker .....	.....
Dove	Sloop .....	...	David Swain .....	.....
Lima	Ship	28	— Swain .....	.....
Mount Hope	Schooner .....	...	David Cottle .....	.....
Nancy	Sloop .....	...	Marshall Crosby .....	.....
President	Schooner .....	...	William Brown .....	.....
President	Ship	29	So'mon Folger .....	.....
Thetis	Schooner .....	...	William Perkins .....	.....
<p>Two Nantucket schooners, with from 50 to 60 barrels of oil each, put into Boston, October 19, 1812; names not ascertained.</p> <p>The brig <i>Nanina</i>, of Hudson, Capt. Valentine Barnard, sailed from New York April 4, 1812, for the Falkland Islands, whaling and sealing. Arrived there, the English brig <i>Isabella</i>, with a number of passengers, was found wrecked. The English officers offered Captain Barnard all of the <i>Isabella's</i> cargo which could be saved, if he would rescue them, to which he replied that his sense of duty commanded him to relieve them without reference to compensation; nevertheless, if they so desired, he would take the remnant of the wrecked cargo as some repayment for a spoiled voyage. Captain Barnard received the officers, crew, and passengers of the <i>Isabella</i> on board his vessel, and to reward him for his exertions and loss, his vessel and crew were infamously betrayed into the hands of English authorities, and he and his crew brutally treated. Tidings of the affair coming to the ears of the English naval commander in those waters, he dispatched a vessel to release the American captives. Captain Barnard's protest appears in the <i>Hudson Bee</i> in 1814.</p>				

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean	Oct. 9	.....	Bbls.	Bbls.	Lbs.	Returned October 12, having sprung foremast; sailed again 1811. No report. Arrived at New Bedford. Captured December 4, 1813, and sent into Cape of Good Hope; had 1,300 sperm.
Atlantic	July 11	.....	.....	.....	.....
Pacific Ocean	Oct. —	—, 1813	1, 100	.....	.....
do	Nov. 9	.....	.....	.....	.....
Brazil	Sept. —	July —, 1812	.....	1, 100	.....
Pacific Ocean	.....	.....	.....	.....	.....
do	Nov. 23	Mar. —, 1814	1, 800	.....	.....
do	Nov. 7	.....	.....	.....	.....
do	.....	May 15, 1812	.....	.....	.....
.....	
Pacific Ocean	June 28	.....	.....	.....	.....
do	.....	Feb. 28, 1814	1, 750	.....	.....
Atlantic	.....	July —, 1812	170	.....	.....	Heard of the war and came home.
do	.....	July —, 1812	120	.....	.....	Came home, hearing of the war.
Pacific Ocean	Mar. —	.....	.....	.....	.....
Atlantic	Mar. 7	.....	.....	.....	.....	The first whaler to fall a victim to the English; captured and burned with 170 barrels sperm on board, July 9, 1812.
do	.....	Aug. 2, 1813	.....	80	.....
do	.....	July —, 1812	50	.....	.....	Heard of the war and came home.
Pacific Ocean	Dec. 8, 1813	1, 000	Built at Rochester, 1811.
Atlantic	Aug. —, 1812	90	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1813.				
<i>Nantucket, Mass.</i>				
Juno	Ship ..	..	Obed Ray .....	.....
Nancy	Sloop ..	..	.....	.....
There were about 10 small vessels from Nantucket, humpback-whaling on the shoals in 1813.				
1814.				
Several small vessels from Nantucket were whaling on the shoals in 1814.				
1815.				
<i>Nantucket, Mass.</i>				
Atlas	Ship ..	24	William Easton .....	.....
Alert	Brig ..	..	Seth Folger .....	.....
Boston	Ship ..	18	Reuben Clabby .....	.....
Brothers	do ..	25	Benjamin Whippley .....	.....
Belvidere	Brig ..	..	Reuben Baxter .....	.....
Charles	Ship ..	27	Benjamin Worth .....	.....
Charles	Schooner ..	..	—— Cottle .....	.....
Criterion	Ship ..	32	Shubael Brown .....	.....
Diana	Brig ..	..	—— Bunker .....	.....
Dauphin	Ship ..	21	Seth Pinkham .....	.....
Dove	Sloop ..	..	—— Swain .....	.....
Essex	Ship ..	23	Daniel Russell .....	.....
Experiment	Sloop ..	..	—— Randall .....	.....
Edward	Brig ..	..	Charles Coleman .....	.....
Golden Farmer	Ship ..	204	George Swain, 2d .....	.....
Ganges	do ..	26	Isaiah Ray .....	.....
Globe	do ..	29	George W. Gardner .....	.....
Gen. Jackson	Brig ..	174	Stephen Skinner .....	.....
Hannah	Sloop ..	..	—— Coffin .....	.....
Industry	Ship ..	17	George Russell, Jr .....	.....
John Adams	do ..	23	El sha Folger .....	.....
John	Sloop ..	..	—— Brown .....	.....
John Jay	Ship ..	217	David Swain .....	.....
Lydia	do ..	16	Joseph McCleave .....	.....
Lima	do ..	24	Christopher Wyer .....	.....
Leo	do ..	21	William Joy .....	.....
Lady Adams	do ..	20	Peter Paddock .....	.....
Martha	do ..	27	Reuben Weeks .....	.....
Maria	Schooner ..	..	—— Worth .....	.....
Minerva	Ship ..	20	George B. Chase .....	.....
Mason's Daughter	Sloop ..	..	William Perkins .....	.....
Nancy	do ..	..	—— Swain .....	.....
New Packet	do ..	..	—— Paddock .....	.....
Olive	do ..	..	.....	.....
President	Ship ..	293	Jonathan Swain, 2d .....	.....
President	Schooner ..	..	—— Luce .....	.....
Farrel	do ..	..	—— Chadwick .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Shoals .....	.....	.....	Bbls.	Bbls.	Lbs.	
.....do	July 7	.....	.....	.....	.....	Captured by an English brig; never heard of afterward. Captured by an English brig, July 8, 1813.
Pacific Ocean ..	June 29	June 6, 1817	1,379	.....	.....
Cape Good Hope	Nov. 16	Dec. 20, 1816	130	480	.....	Captain Folger died on the voyage.
Pacific Ocean ..	May 16	Aug. 23, 1816	974	.....	.....
do	June 29	Mar. 19, 1817	1,55	.....	.....
Patagonia	May 18	Mar. 1, 1816	.....	840	.....	Elephant oil.
Pacific Ocean ..	June 4	Nov. 4, 1817	1,874	.....	.....	Detained 45 days in Valparaiso, then sent to Lima for adjudication for having no "sea-letter."
{ Atlantic	May —	Sept. —, 1815	60	.....	.....
{ Coast Africa	Nov. —	.....	.....	.....	.....
Pacific Ocean ..	July 20	Apr. 10, 1817	1,410	.....	.....
Atlantic	May —	Aug. 23, 1815	60	.....	.....
Atlantic	Sept. —	Oct. —, 1815	.....	Clean	.....
Pacific Ocean ..	July 28	Jan. 17, 1817	1,020	60	.....	Lost report, July, 1815, with 25 barrels sperm.
Atlantic .....	.....	.....	.....	.....	.....
Pacific Ocean ..	July 13	Nov. 19, 1816	1,431	.....	.....
Atlantic .....	.....	Sept. —, 1815	15	.....	.....
Atlantic	Sept. —	Oct. —, 1815	.....	Clean	.....
.....do	Dec. 30	Jan. 26, 1817	173	.....	.....
Pacific Ocean ..	June 29	Dec. 29, 1816	1,115	42	.....	Alexander Coffin, first mate, killed by falling from aloft.
.....do	Aug. 17	Oct. 17, 1817	1,785	136	.....	Built at Haverhill, 1809.
.....do	Oct. 21	Jan. 1, 1818	1,890	125	.....	Built 1815; the first ship bringing over 2,000 barrels.
Cape Good Hope	Dec. 30	Dec. 28, 1816	170	570	.....
{ Atlantic .....	.....	Sept. —, 1815	.....	Clean	.....	Lost reported with 34 barrels on board and a 30-barrel whale alongside.
{ Capede Verde	Oct. 31	.....	.....	.....	.....	Lost both boats.
Brazil	July 2	Oct. 6, 1816	.....	734	.....	Lost reported with 60 barrels.
Pacific Ocean ..	July 31	Nov. 7, 1817	1,473	344	.....	Built at Rochester, 1812.
Atlantic .....	.....	Aug. 23, 1815	150	.....	.....
Pacific Ocean ..	Sept. 6	June 7, 1817	1,410	.....	.....
Patagonia	May 16	Mar. 10, 1816	.....	1,012	.....	Elephant oil.
Pacific Ocean ..	June 23	Dec. 24, 1817	1,624	.....	.....
Brazil	July 2	Oct. 21, 1816	32	1,310	.....
Pacific Ocean ..	Aug. 14	May 11, 1817	1,168	.....	.....
.....do	July 2	Oct. 20, 1817	1,654	.....	.....	Built at Pembroke, 1810; detained 20 days in Valparaiso, and part of her crew pressed on a patriot armed vessel for a short cruise.
Patagonia .....	.....	Apr. 2, 1816	.....	700	.....	Elephant-oil.
Pacific Ocean ..	July 17	Sept. 18, 1817	1,460	.....	.....
Atlantic	May —	July 9, 1815	100	.....	.....	} The first whaler to arrive after the war.
Atlantic	July —	Sept. 3, 1815	120	.....	.....
.....do .....	.....	Sept. 3, 1815	70	.....	.....
.....do .....	.....	July 27, 1815	.....	.....	.....	} Took three whales.
.....do .....	.....	Sept. —, 1815	11	.....	.....
.....do .....	.....	Sept. —, 1815	90	.....	.....
Pacific Ocean ..	June 25	July 1, 1817	1,777	111	
Atlantic	May —	Sept. —, 1815	250	
.....do	Sept. —, 1815	Clean	Lost one boat.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1815.				
Nantucket, Mass.—Continued.				
Rover	Sloop .....	.....	.....	.....
Ruby	Ship	221	Albert Clark .....	.....
Statira	Brig .....	.....	Barney .....	.....
Samuel	Ship	287	Ariel Coffin .....	.....
Success	Sloop .....	.....	{ Davis .....	.....
Tarquin*	Ship	301	Chase .....	.....
Thomas	do	270	James Bunker .....	.....
Three Sons	Brig .....	.....	John Macy .....	.....
Union	do .....	.....	Obed Joy .....	.....
Weymouth	Ship	322	Bunker .....	.....
William Penn	Brig .....	.....	David Harris .....	.....
.....	Sloop .....	.....	Matthew Norton .....	.....
.....	Ship .....	.....	Randall .....	.....
.....	Ship .....	.....	Sedgewick .....	.....
New Bedford, Mass.				
Barelay	Ship .....	.....	Coffin	William Rotch, jr., & Sons
Diana	do .....	.....	Paddock	Thomas Hazard
Elizabeth	Sloop .....	.....	Clark	Samuel Rodman
Maria	Ship .....	.....	Swain	do
Mary	Brig .....	.....	Howland	William Rotch, jr., & Sons
Martha	Ship .....	.....	West .....	.....
Phoebe Ann	do .....	.....	Coffin	Samuel Rodman
Sally	Brig .....	.....	Coleman .....	.....
Winslow	Ship .....	.....	Gardner	Samuel Rodman
William Thacher	Schooner .....	.....	Howland	William Rotch, jr., & Sons
Fairhaven, Mass.				
Herald	Ship .....	.....	Bunker .....	.....
Liberty	Schooner .....	.....	{ Hathaway	} John Alden
.....	.....	.....	Hathaway	
Hudson, N. Y.				
Gen. Scott	Ship .....	.....	Butler .....	.....
.....	do .....	.....	Robert Jenkins .....	.....
.....	do .....	.....	David Paddock .....	.....
Westport, Mass.				
Industry	Brig .....	.....	Clark .....	.....
Sag Harbor, N. Y.				
Argonaut	Ship .....	.....	Halsey .....	.....
Martha	do .....	.....	.....	.....
Warren	do .....	.....	Fowler .....	.....
1816.				
Nantucket, Mass.				
Amphibious	Schooner .....	.....	Ray .....	.....
Antoinette	Ship .....	.....	Folger .....	.....
Boston	Ship	187	Reuben Clasby .....	.....
Betsy	Brig .....	.....	William Brown .....	.....
Belvidere	do .....	.....	Reuben Baxter .....	.....
Bonif	do .....	.....	John H. Pease .....	.....
Charles	do .....	.....	Meader (?) .....	.....
Diana	do .....	.....	Bunker .....	.....
Dispatch	do .....	.....	William Brown .....	.....
Dove	Sloop .....	.....	Swain .....	.....

* On the voyage the Tarquin fell in with a disabled Portuguese frigate and towed her into port. As a ree

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	Sept. 27	Sept. 29, 1815	<i>Bbls</i>	<i>Bbls.</i>	<i>Lbs.</i>	Got two humpbacks, in company with sloop Success.
Brazil	June 4	Oct. 4, 1816	.....	1,512	.....	Sold at Pernambuco 1815.
do	May —	.....	.....	.....	.....	.....
Pacific Ocean ..	July 17	May 9, 1817	1,640	.....	.....	.....
Atlantic .....	.....	July 18, 1815	60	.....	.....	{ Got two humpbacks in company with sloop Rover.
do	July 26	Sept. —, 1815	60	.....	.....
do	Sept. 27	Sept. 29, 1815	.....	.....	.....	Sailed June 28; returned in August, in distress, with 50 sperm.
Brazil	Aug. 19	June 5, 1817	80	1,390	.....	Heard that the country was at war, and returned.
Pacific Ocean ..	Oct. 9	May 11, 1817	1,000	.....	.....	Lost on the coast of Patagonia August 30, 1815.
Patagonia	May 24	.....	.....	.....	.....	Was thrown on her beam-ends and damaged in a gale.
Atlantic .....	.....	Oct. 20, 1815	.....	Clean	.....	.....
Pacific Ocean ..	Nov. 22	Apr. 17, 1818	1,980	.....	.....	Built 1815.
Cape Good Hope	Dec. 30	Jan. 11, 1817	165	485	.....	Reported August 22; 30 sperm.
Atlantic	Aug. 12	.....	.....	.....	.....	Reported September 12; clean.
do	July —	.....	.....	.....	.....	.....
Pacific Ocean ..	July —	Nov. 8, 1817	1,950	.....	.....	Full
do	Aug. —	Mar. 7, 1817	.....	.....	.....
Cape de Verdes	June —	Dec. 3, 1815	420	.....	.....	.....
Pacific Ocean ..	May —	May 13, 1817	1,200	.....	.....	.....
Patagonia	May —	Mar. 19, 1817	.....	1,300	.....	.....
Brazil	June 20	May 8, 1816	.....	.....	.....	.....
Pacific Ocean ..	July —	Mar. 19, 1817	1,400	.....	.....	No report of cargo.
Atlantic	May 26	Oct. —, 1815	.....	.....	.....
Pacific Ocean ..	July —	June 6, 1817	1,350	.....	.....	.....
Patagonia .....	.....	Mar. 7, 1817	.....	950	.....	.....
Patagonia	July 18	June 22, 1816	.....	1,400	.....	{ Lost boats and received other damage in a gale.
Atlantic	July 1	Sept. 7, 1815	100	.....	.....
do	Sept. 1	Oct. —, 1815	.....	Clean	.....	.....
do	Nov. —	May 6, 1816	35	.....	.....	.....
Pacific Ocean ..	.....	Aug. 16, 1817	450	.....	.....	Went sealing and whaling; made a poor voyage because of inexperience.
do .....	.....	Mar. —, 1817	Full.	.....	.....
do .....	.....	.....	.....	.....	.....	.....
do .....	.....	.....	.....	.....	.....	.....
Brazil .....	.....	June 2, 1816	.....	1,500	.....	Returned, leaking badly.
do .....	.....	July —, 1816	.....	900	.....
do .....	.....	.....	.....	.....	.....	.....
West Indies ..	.....	July 16, 1816	80	.....	.....	The Amphibione sailed again; arrived September 26 with 10 whale.
Patagonia .....	.....	.....	.....	.....	.....
Pacific Ocean ..	Nov. 10	May 12, 1818	939	.....	.....	Last reported at Rio Janeiro May 6; 9,000 skins, and full of oil.
Patagonia	Nov. 19	July 1, 1817	170	.....	.....
Patagonia	May 7	June 5, 1817	.....	777	.....	Lost at St. Michael's Sept. 4, 1817.
Patagonia	May 21	June 7, 1817	.....	450	.....
Africa .....	.....	Oct. 13, 1817	150	.....	.....	.....
Atlantic .....	.....	Aug. 12, 1816	.....	8	.....	.....
Atlantic	Aug. 15	Nov. 19, 1815	70	420	.....	.....
Atlantic .....	.....	Aug. 6, 1815	80	.....	.....	.....

empence she was allowed 900 barrels of oil and permission to whale in Portuguese waters for three years

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1816.				
<i>Nantucket, Mass.</i> —Continued.				
Experiment	Sloop .....	...	— Randal .....	.....
Francis	Ship	291	Barzillai Coffin .....	.....
Fanny	Brig .....	...	.....	.....
Franklin	Ship	309	Grafton Gardner .....	.....
George	do	339	John Fitch	Obed Mitchell
Hope	Sloop .....	...	.....	.....
Hero	Ship	313	James Russell .....	.....
Hannah	Sloop .....	...	— Coffin .....	.....
Hycso	Ship	290	William B. Coffin .....	.....
Hasard	Sloop .....	...	— West .....	.....
Indus	Brig	262	Obed Joy .....	.....
June	Schooner .....	...	— Paddock .....	.....
John	Sloop .....	...	— Coffin .....	.....
Liberty	Brig .....	...	— Gardner .....	.....
Lydia	Ship	160	Shubael Hussey .....	.....
Morning Star	Schooner .....	...	.....	.....
Mason's Daughter	Sloop .....	...	William Perkins .....	.....
Maro	Ship	315	Joseph Allen .....	.....
New Packet	Sloop .....	...	— Coffin .....	.....
North America	Ship	351	Abalom Coffin .....	.....
President	Schooner .....	...	Obed Luce .....	.....
Phoenix	do .....	...	— Paddock .....	.....
Ruby	Ship	221	Albert Clark .....	.....
Success	Sloop .....	...	— Davis .....	.....
South America	Ship	397	George Clark .....	.....
Sally	Sloop .....	...	George Luce .....	.....
William and Nancy	Brig .....	...	Coffin Whippey .....	.....
Vulture	Ship	299	Jesse Coffin .....	.....
A galliot, Captain — Coleman, made an unsuccessful cruise. Schooner Charles, Cottle, arrived November 19 from the Cape de Verdes with 230 sperm; probably sailed early in 1816.				
<i>New Bedford, Mass.</i>				
Caroline	Schooner .....	...	— Chase .....	.....
Experiment	Sloop .....	...	— Bourne .....	.....
Elizabeth	do .....	...	— Chase .....	.....
Industry	Brig .....	...	— Clark .....	.....
Martha	Ship .....	...	— West	Seth Russell & Sons
Orion	Brig .....	...	— Randall .....	.....
Ocean	do .....	...	— Randall .....	.....
Ospray	do .....	...	— Hathaway	Thaddeus Swain
President	Schooner .....	...	— Clark .....	.....
Russell	Ship .....	...	— Delano	Samuel Rodman
Richmond	do .....	...	— Earle .....	.....
Sally	Brig .....	...	— Arthur	T. Swain & Son
Swift	Ship .....	...	— Price	Humphrey Hathaway
<i>Rochester, Mass.</i>				
Sally	Schooner .....	...	— Smith .....	.....
<i>Holmes's Hole, Mass.</i>				
Harmony	Schooner .....	...	— Chase .....	.....
<i>Newport, R. I.</i>				
Liberty	Brig .....	...	Amasa Gardner .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic		June 19, 1816	Bbls. 6.	Bbls. 15	Lbs.	The Experiment (Brown) sailed again; arrived September 26 with 100 sperm.
Pacific Ocean ..	July 15	Sept. 1, 1816	1,805			Built 1816.
Pacific Ocean ..	Jan. —					Do.
Pacific Ocean ..	Oct. 6	Nov. 22, 1816	1,831	21		Built 1815 at Rochester.
do	Feb. 25	July 24, 1816	2,100	5		Built 1816 at Rochester.
Pacific Ocean ..	Oct. 18	Feb. 27, 1817	2,027	33		Built 1816 at Rochester.
Atlantic		July 16, 1816	50			
Pacific Ocean ..	Nov. 7	Sept. 8, 1816	1,545	55		Built 1816.
Cape de Verdes ..	June 1	Dec. 28, 1816	129			
Patagonia	May 19	July 1, 1817		1,400		Elephant-oil.
South Coast		Oct. —, 1816	70			
West Indies ..	July 16	Oct. 4, 1816	60			The John sailed once before in 1816, returning June 19 with 120 sperm.
Guinea	Oct. 14	Oct. 16, 1817	200			
Brazil	July 27	July 21, 1817		700		
Atlantic	Apr. 19					
do		June 21, 1816	150			The Mason's Daughter sailed again; arrived September 16 with 60 sperm.
Pacific Ocean ..	Nov. 10	July 9, 1817	2,367			Built 1816.
Atlantic	May —	Aug. 11, 1816	25			The New Packet sailed again; arrived September 24 with one small whale.
Pacific Ocean ..	Nov. 30	Nov. 8, 1816	234	942		
Atlantic	Aug. 21	Sept. 5, 1816	70			
Cape de Verdes ..		Sept. 22, 1816	70			
Brazil	Nov. 21	Apr. 17, 1816	8	1,235		
Atlantic		May 22, 1816	90			The Success sailed again, and arrived August 15 with 30 sperm.
Brazil	June 19	May 26, 1816		1,255		
Atlantic	Apr. 2	Aug. 2, 1816	160			The sloop Sally sailed again August 8; arrived September 2, clean.
Guinea	Oct. 9	Oct. 13, 1817	170			The William and Nancy is reported as having arrived September 6, 1816, with 120 sperm; probably sailed late in 1815 or early in 1816.
Pacific Ocean ..	Aug. 19	June 2, 1817	1,532	172		
Atlantic	Apr. 18					
do	Dec. —	June —, 1817	90			
do	June —					
Cape de Verdes ..	Feb. —	Nov. 12, 1816	200			
Brazil		June 12, 1817		1,600		
Cape de Verdes ..		Nov. 1, 1816	500			
Woolwich						
Africa	Oct. —	Jan. 1, 1818		1,000		Last reported with 400 sperm.
Cape de Verdes ..		Dec. 22, 1816	450			
South Seas	June 14	Nov. 5, 1817		Full		
Brazil	July 18	May 26, 1817		1,700		
Africa	Sept. —	June 13, 1817		250		
Pacific Ocean ..		Nov. 8, 1818	1,600			
do						Last reported in July with 50 sperm.
Cape de Verdes ..	Apr. 23	Dec. 31, 1816	250			
Africa		July 17, 1817				

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1816.				
<i>Wareham, Mass.</i>				
Enterprise	Ship			
<i>Fairhaven, Mass.</i>				
Liberty	Schooner		— Brock	
Resident	do		— Burtch	N. Stoddard
<i>Edgartown, Mass.</i>				
Apollo	Ship		— Daggett	
<i>Boston, Mass.</i>				
John	Brig		— Randall	
Potomack	Ship		— Alley	
1817.				
<i>Newburyport, Mass.</i>				
Atlas	Ship	247	Robert M. Joy	
Alert	Brig		David Cottle	
Brothers	Ship	256	Alexander D. Bunker	
Betsy	Brig		William Brown	
Criterion	Ship	229	Shubael Brown	
Charles	Brig		Obad Luce	
<i>Danvers, Mass.</i>				
Dauphin	Ship	216	Seth Pinkham	
Dove	Sloop		— Swain	
<i>Andover, Mass.</i>				
Diana	Brig		Calvin Bunker	
Essex	Ship	238	Daniel Russell	
Experiment	Sloop		— Randall	
Edward	Brig		William Paddack	
Factor	Ship	229	Reuben Swain	
Golden Farmer	do	294	Matthew Norton	
Gov. Strong	do	270	Obed Fitch	
Gen. Jackson	Brig	174	Stephen Skinner	
Gen. Lincoln	Ship	225	Shubael Chase	
Industry	do	172	Jethro Coffin	
Independence	do	311	George Swain, 2d	
<i>Andover, Mass.</i>				
Improvement	Ship	256	Obadiah Coffin	
Indus	Brig		Oned Joy	
Leo	Ship	217	William Joy	
Lydia	do	160	Elias Ceoley	
Lady Adams	do	230	Shubael Hussey	
Mason's Daughter	Sloop		William Perkins	
President	Ship	293	Jonathan Swain, 2d	
Success	Sloop		— Crosby	
Samuel	Ship	287	Ariel Coffin	
Tarquin	do	301	George Barrett	
Thomas	do	270	John Brown	
William	Sloop			
William Penn	Ship	202	Thomas Paddack	
	Brig		Benjamin Folger	
<i>New Bedford, Mass.</i>				
Elizabeth	Sloop		— Whippey	
George and Susan	Ship	320	— Randall	G. & J. J. Howland
Mary	Brig		— Howland	Wm. Rotch, Jr., & Sons
Martha	Ship		— West	Seth Russell & Sons
Millwood	do		— Wilcox	do
Maria	do		— Swain	Samuel Rodman
Orion	Brig		— Tobey	
President	do		— Clark	Samuel Rodman, jr
Phebe Ann	Ship		— Covill	
Richmond	do		— Earl	I. Howland, jr., & Co.
William and Eliza	do		— Randall	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
.....	.....	.....	.....	.....	.....	Last reported Aug. 29 with 70 sperm.
Africa	Aug. —	July —, 1817	330	.....	.....
Pacific Ocean ..	June 19	.....	.....	.....	.....	Last reported with 1,100 sperm.
Brazil .....	.....	.....	.....	.....	.....	Captain Randall either died or left the ship
Patagonia	June —	.....	.....	.....	.....	Last reported with 800 whale.
						Stopped off Nantucket June 17, 1816; crew
						(11 blacks) mutinied; the mutiny was
						quelled by men from Nantucket; blacks
						stole a boat soon after and part of them
						ran away.
Pacific Ocean ..	Nov. 19	Nov. 11, 1819	1,222	331	.....
do	Apr. 19	Nov. 9, 1818	32	333	.....
do	Aug. 8	Nov. 5, 1819	1,105	110	.....
do	July 20	Oct. 18, 1817	.....	.....	.....
Pacific Ocean ..	Aug. 18	Dec. 10, 1819	1,312	.....	.....
Cape de Verdes	Mar. 13	.....	.....	.....	.....	Condemned at Bonavista, 1817. Captain
						Luco chartered schooner Jane Marsh,
						and finished his voyage.
Pacific Ocean ..	May 31	Nov. 16, 1819	1,041	148	.....
Atlantic .....	.....	July 7, 1817	60	.....	.....	Sixty barrels at last report. The Dove
						sailed again September 3.
Iceland	May 14	Sept. 25, 1817	.....	109	.....
Pacific Ocean ..	June 11	Apr. 14, 1819	1,284	154	.....
West Indies ..	June 19	July 6, 1817	.....	.....	.....
Iceland	May 14	Jan. 1, 1818	30	.....	.....	Sailed again July 7 under Captain Brown.
Pacific Ocean ..	Oct. 8	July 8, 1819	42	1,183	.....
Brazil	June 1	Apr. 20, 1817	.....	1,417	.....
Pacific Ocean ..	July 12	Oct. 30, 1819	73	1,075	.....	Built 1817.
do	Apr. 5	Jan. 27, 1819	31	97	.....
Brazil	Sept. 20	Aug. 12, 1818	.....	685	.....
do	May 31	July 25, 1818	.....	890	.....
Pacific Ocean ..	July 28	Nov. 12, 1819	1,338	568	.....	Built 1817. Captain Swain said no ship
do	Sept. 7	Dec. 8, 1819	1,527	50	.....	would fill again with sperm oil.
Brazil	Aug. 15	Sept. 17, 1818	.....	1,132	.....
do	June 11	Sept. 8, 1817	.....	804	.....
do	Sept. 5	Aug. 15, 1818	.....	665	.....	Broken up at Nantucket 1813.
Pacific Ocean ..	Oct. 25	Oct. 2, 1819	1,246	23	.....
Atlantic .....	.....	.....	.....	.....	.....	Last reported with 60 barrels sperm.
Pacific Ocean ..	Nov. 10	May 7, 1820	1,577	374	.....
Newfoundland	.....	Aug. 28, 1817	171	.....	.....
Brazil	Aug. 4	July 22, 1818	62	1,525	.....
do	Aug. 10	Apr. 5, 1819	.....	1,830	.....
Pacific Ocean ..	Aug. 11	Jan. 12, 1820	1,004	500	.....
Atlantic	Sept. 3	.....	.....	.....	.....
Brazil	July 3	Sept. 14, 1819	21	695	.....
South Atlantic	Mar. 6	Mar. 11, 1818	17	324	.....
Cape de Verdes	May —	.....	150	.....	.....
Patagonia	May —	June 1, 1818	.....	1,950	.....
do	May —	Feb. 7, 1818	.....	1,300	.....	Elephant oil.
Brazil	Aug. —	June 7, 1818	.....	1,650	.....
South Atlantic	Aug. —	July 19, 1818	.....	1,200	.....
Pacific Ocean ..	Sept. —	May 12, 1819	1,250	.....	.....
Delago	Jan. —	Jan. 29, 1818	.....	Full	.....
Cape de Verdes	May —	May 11, 1818	450	.....	.....
Pacific Ocean ..	June —	Feb. 6, 1820	1,050	.....	.....	Arrived at Newport.
Patagonia	July —	May 24, 1818	100	1,900	14,000	
Pacific Ocean ..	July 19	Feb. 4, 1820	2,500	Returned July 31 with loss of bowsprit; sailed again August 5.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1817.				
<i>New Bedford, Mass.—Continued.</i>				
Winslow	Ship	.....	— Chase	Samuel Rodman
Wm. Thacher	do	.....	— Tucker	Wm. Rotch, Jr., & Sons
<i>Fairhaven, Mass.</i>				
Aganora	Brig	.....	— Burtch	Delano, Tripp & Terry
Herald	Ship	.....	— Bunker	S. Borden
<i>Westport, Mass.</i>				
Industry	Brig	.....	— Mayhew .....	.....
<i>Sag Harbor, N. Y.</i>				
Abigail	Ship	.....	— Post .....	.....
Andra	do	.....	— Skinner .....	.....
Charlotte	do	.....	.....	.....
Fair Helen	do	.....	.....	.....
Gov.	do	.....	— Fowler .....	.....
Octavia	do	.....	— Post .....	.....
<i>Hudson, N. Y.</i>				
Diana	Ship	.....	— Coffin .....	.....
Edna Barker	do	.....	— Paddock .....	.....
<i>Boston, Mass.</i>				
John	Brig	.....	.....	.....
1818.				
<i>Nantucket, Mass.</i>				
Boston	Ship	187	Frederick Barnard .....	.....
Betsy	Brig	.....	William Brown .....	.....
Charles	Ship	274	Abraham Swain .....	.....
Cordelia	Sloop	.....	— Cook .....	.....
Diana	Brig	.....	Calvin Bunker .....	.....
Dispatch	do	.....	William Brown .....	.....
Dove	Sloop	.....	.....	.....
Eagle	Ship	335	William H. Coffin .....	.....
Equator	do	262	Elisha Folger .....	.....
Eagle	Brig	.....	Joseph McCleave .....	.....
Edward	do	.....	Latham Paddock .....	.....
Francis	Ship	291	Tim. Fitzgerald .....	.....
Fortunate Farmer	do	.....	.....	.....
Globe	do	293	George W. Gardner .....	.....
Ganges	do	285	Isaiah Ray .....	.....
Golden Farmer	do	294	Peter Coffin .....	.....
Gen. Lincoln	do	285	Shubael Chase .....	.....
George	do	359	John Fitch .....	.....
Hannah	Sloop	.....	— Alley .....	.....
Hycso	Ship	220	Ammiel Coffin .....	.....
Industry	do	172	Amaziah Gardner .....	.....
John Adams	do	296	Peter Paddock .....	.....
Juno	Schooner	.....	Abraham Pollard .....	.....
John Jay	Ship	217	William H. Coffin .....	.....
Lima	do	286	John Bunker .....	.....
			Albert Clark .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean ..	Oct. —	Jan. 12, 1820	1,400	Full		Elephant-oil.
Patagonia	May —	Feb. 7, 1818				
Brazil	Aug. 5	June 8, 1818		1,200		Withdrawn for merchant service, and sunk off Bermudas 1818.
do	Jan. —	May 26, 1818	130	700		
Atlantic	June 1	May —, 1818	250			
Brazil						Last reported with 500 whale.
do						Last reported with 900 whale.
do						No report.
do						Last reported with 800 whale.
do						Last reported with 700 whale.
do						Last reported with 1,300 whale.
Pacific Ocean ..	Aug. 29	Nov. 27, 1819	1,950	150		Last reported with 700 sperm, 140 whale.
do						Boarded by a privateer, and the officers and crew robbed of all their clothing, 1818.
Brazil						Last reported with about 800 whale.
Brazil	Aug. 12	Nov. 25, 1819		812		No report.
do	Jan. 18	Sept. 10, 1818	70	12		
Pacific Ocean ..	Jan. 15	Aug. 13, 1820	1,782			
Atlantic	May 2	Aug. —, 1818		40		
do	Oct. 31	Oct. 6, 1818	72	108		
Atlantic	July 8	May 27, 1819				Boarded twice in Gulf of Mexico, and robbed of provisions and boats. Came home leaky.
Gulf of Mexico ..	Jan. —	Aug. 20, 1819		371		
Pacific Ocean ..	Oct. 17	June 12, 1821	2,142			The Equator and the Balaena of New Bedford were the first whalers to visit the Sandwich Islands, arriving there September 17, 1819. Equator built 1818.
do	Oct. 31	Dec. 1, 1820	709	611		
Patagonia	June 4	May 18, 1819		806		Disasted in a gale September 27, 1818; abandoned October 29; one man lost.
Atlantic	Apr. 26	June 3, 1819		430		
Pacific Ocean ..	Nov. 10	Nov. 28, 1821	784	611		
do	July 13					
Pacific Ocean ..	Mar. 3	May 29, 1820	2,090			
do	June 23	June 2, 1821	1,616			The Hannah was captured by an English cruiser, a prize crew put on board, and her own crew taken away. Was recaptured by Captain Alley and one of his mates two days after.
Brazil	July 19	June 20, 1819	40	1,369		
do	Sept. 21					Was taken by an English cruiser and carried into Saint John's, where she was released. Brought rest of Hannah's crew. Got ashore at Bonaville and returned leaking.
Pacific Ocean ..	Nov. 10	May 19, 1821	2,135	25		
Banks		Sept. 12, 1818	170			
Pacific Ocean ..	Dec. 13	June 11, 1821	1,560			
Brazil	Oct. 6	Aug. 21, 1819	66	574		
Pacific Ocean ..	Jan. 15	Dec. 5, 1820	788	862		
Banks		Oct. 6, 1818		100		
Pacific Ocean ..	Feb. 6	May 6, 1818				
do	Aug. 29	May 16, 1821	369	100		
do	July 13	Sept. 10, 1820	1,762	177		

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1818.				
<i>Nantucket, Mass.—Continued.</i>				
Leo	Ship	217	William Joy .....	.....
Minerva	do	200	Sylvanus Coffin .....	.....
Martha	do	273	Reuben Weeks .....	.....
Pern	do	237	David Harris .....	.....
Pacific	do	314	Benjamin Whippey .....	.....
Peruvian	do	334	Christopher Wyer .....	.....
Planter	do	340	George B. Chase .....	.....
Ruby	do	221	Obed Ray .....	.....
Rambler	do	318	Benjamin Worth .....	.....
Statos	do	290	David Swain, 2d .....	.....
Samuel	do	287	Hezekiah Pinkham .....	.....
Success	Sloop .....	.....	.....	.....
South America	Ship	307	Joseph Earle .....	.....
Two Brothers	do	217	George B. Worth .....	.....
Weymouth	do	329	William Chadwick .....	.....
William	do	208	Obed Luce .....	.....
William and Nancy	Brig .....	.....	Coffin Whippey .....	.....
William Penn	Ship .....	.....	Benjamin Folger .....	.....
<i>New Bedford, Mass.</i>				
Augustus	Ship	380	Butler .....	.....
Barclay	do .....	.....	Coffin .....	.....
Balsana	do .....	.....	Edmund Gardner .....	.....
Commodore Decatur	Brig .....	.....	Tucker	J. & J. Howland
Charles	Ship .....	.....	Coffin	Samuel Rodman, jr
George and Susan	do	320	Randall	George Howland
Gleaner	Brig .....	.....	David Lealle	J. A. Parker
Golconda	Ship .....	.....	Bennett	George Howland
Independence	do .....	.....	Perry .....	.....
Juno	Brig .....	.....	Spooner .....	.....
Martha	Ship .....	.....	Whitfield	Seth Russell & Sons
Minerva	do .....	.....	Williams	J. & J. Howland
Midas	do	328	Tobey	John Coggeshall & William R. Rotch
Milwood	Ship .....	.....	Wilcox .....	.....
Mary	Brig .....	.....	Howland	William Rotch, jr., & Sons
<i>Fairhaven, Mass.</i>				
Mercator	Ship .....	.....	Swain .....	.....
Ospray	Brig .....	.....	James Drow .....	.....
Perala	Ship .....	.....	Cross .....	.....
Pindus	do .....	.....	Barrett .....	.....
President	Brig .....	.....	Clark .....	.....
Richmond	Ship .....	.....	Dillingham .....	.....
Russell	do .....	.....	Arthur .....	.....
Triton	do .....	.....	Zephaniah Wood .....	.....
Victory	do .....	.....	Bunker .....	.....
William Thatcher	do .....	.....	Howland	William Rotch, jr., & Sons
<i>Fairhaven, Mass.</i>				
Herald	Ship .....	.....	Burtch .....	.....
Stanton	do .....	.....	Burtch .....	.....
<i>Westport, Mass.</i>				
Industry	Brig .....	.....	Mayhew .....	.....
<i>Salem, Mass.</i>				
Britannia	Ship .....	.....	.....	.....
<i>Sag Harbor, N. Y.</i>				
Argonaut	Ship .....	.....	Halsey .....	.....
Martha	do .....	.....	.....	.....
Octavia	do .....	.....	Post .....	.....
Thomas Nelson	do .....	.....	Gardner .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Brazil	Dec. 13	July 15, 1810	.....	600	.....	Broken up at Nantucket 1810.
Pacific Ocean	Feb. 6	July 25, 1810	.....	704	.....
do	June 28	July 29, 1811	1,630	463	.....
do	Aug. 29	Dec. 5, 1810	1,146	463	.....	Built 1818 at Hanover.
do	Aug. 29	Oct. 8, 1810	1,764	543	.....	Built 1818.
do	Sept. 25	Nov. 3, 1811	1,966	60	.....	Built 1818 at Scituate.
do	Sept. 25	Sept. 15, 1810	1,890	321	.....	Built 1818 at Middletown, Conn.
Brazil	Aug. 22	Feb. 24, 1810	.....	1,306	.....
Pacific Ocean	Nov. 21	Oct. 31, 1811	2,040	.....	.....	Built 1818 at Kingston.
do	July 8	June 27, 1810	1,698	.....	.....	Built 1818.
Brazil	Sept. 16	May 1, 1810	.....	1,700	.....
Shoals	July 25	.....	.....	.....	.....	Last reported August 1 with two whales.
Pacific Ocean	Sept. 25	Oct. 20, 1810	378	1,836	.....
do	Nov. 21	Aug. 5, 1811	1,231	152	.....
do	July 20	Dec. 27, 1810	1,597	433	.....
Brazil	Oct. 30	Feb. 22, 1810	113	540	.....
do	May 4	Sept. 25, 1818	.....	Clean	.....
Cape G'd Hope	May 29	Feb. 12, 1819	38	639	.....
Patagonia	June 7	June 4, 1819	.....	1,800	.....	Bought 1810.
Pacific Ocean	Jan. —	Oct. 12, 1810	.....	.....	.....	Last reported with 1,600 sperm.
do	Nov. —	June 10, 1811	.....	.....	.....	Last reported with 1,500 sperm. See Equator, Nantucket.
Patagonia	May —	Feb. 25, 1819	.....	Full.	.....
Pacific Ocean	Jan. 25	July 21, 1810	1,900	.....	.....	George and Susan built at Dartmouth 1810.
Brazil	July —	June 24, 1819	.....	2,000	.....	Capt. in Randall came home sick 1812.
Patagonia	May —	Jan. 10, 1819	.....	1,030	.....	Elephant-oil.
do	do	July 14, 1819	.....	1,700	.....
Pacific Ocean	Jan. 9	Feb. 18, 1821	1,900	100	.....
Brazil	May —	June 3, 1819	.....	400	.....
do	July 23	June 30, 1819	.....	1,700	.....
Patagonia	May —	Feb. 3, 1819	.....	900	.....
Brazil	May 26	June 18, 1819	.....	1,750	.....	Midas built at New Bedford 1810.
Patagonia	Sept. —	Feb. 14, 1810	.....	1,600	.....
do	May —	.....	.....	.....	.....	Lost May 28 on Cape Blanco. Robbed by the Arabs; one man killed, one wounded, and one captured; driven from the shore and wreck. The survivors reached the Isle of Sal in their boats June 5.
Pacific Ocean	Jan. —	.....	.....	.....	.....
do	Feb. —	July 25, 1810	.....	600	.....
do	Jan. —	May 1, 1810	.....	1,800	.....
Africa	Jan. —	.....	.....	.....	.....
Cape de Verde	July —	.....	.....	1,800	.....
Brazil	July —	June 3, 1819	.....	700	.....
Pacific Ocean	Nov. 12	June 7, 1821	1,980	50	.....
do	July —	.....	.....	.....	.....	Last reported with 1,600 whale.
Patagonia	May —	Jan. 10, 1819	.....	900	.....
do .....	.....	.....	.....	.....	.....
Pacific Ocean	July —	Nov. 11, 1811	2,100	.....	.....
Cape de Verde	July —	May —, 1819	300	.....	.....
do	Dec. 5	Wrecked on Pickard's rocks going out. No further report.
Brazil	July 2, 1815	
do	June —, 1819	1,800	
do	July —, 1819	1,300	

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Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1818.				
<i>Boston, Mass.</i>				
John	Brig .....	.....	— Alley	W. Lewis & Co
* ———, N. Y.				
Harriot	Brig .....	.....	Nathan Hildreth .....	.....
<i>Edgartown, Mass.</i>				
Apollo	Ship .....	.....	— McKemie .....	.....
Loan	do .....	.....	— Norton .....	.....
<i>Philadelphia, Pa.</i>				
Governor Hawkins	do .....	.....	T. Coffin .....	.....
1819.				
<i>Nantucket, Mass.</i>				
Aurora	Ship	346	Daniel Russell	Gideon Folger & Co
Ark	do	372	Reuben Clasby	Jethro Mitchell
Atlantic	do	321	Barzillai Coffin	Gardner Macy & Co
Barclay	do	301	Peter Coffin	J. J. Barney & Co
Chili	do	291	Abenlom Coffin	Jethro Mitchell
Diana	Brig .....	.....	Calvin Bunker .....	.....
Eagle, 2d	Ship	233	Tristram C. Swain	Baxter & Ewer
Essex	do	236	George Pollard, jr.	Gideon Folger & Co
Franklin	do	309	Elihu Coffin	Uriah Folger & Co
Foster	do	317	Shubael Chase	P. Mitchell & Sons
Gideon	Bark	204	John R. Caswell	J. & B. Burnell
George Porter	Ship	225	David Cottle	David Pease & Co
General Jackson	Brig	174	Henry Cottle	F. G. Macy & Co
Hero	Ship	313	James Russell	J. Starbuck & Co
Huntress	Schooner .....	.....	.....	.....
Indus	Ship	262	Obed Joy	T. Starbuck & Co
Independence, 2d	do	352	George Barrett	Aaron Mitchell
Industry	do	172	Amasaiah Gardner	Valentine Swain
John Adams, 2d	do	268	David Easton	G. Easton & Co
Juno	Schooner .....	.....	.....	.....
Leader	Ship	312	Ariel Coffin	Gardner, Macy & Co
Maro	do	315	Joseph Allen	E. Mitchell & Co
Paragon	do	309	William Perkins	J. Jenkins & Co
Prince George	Brig	155	George Luce	Mitchell & Cary
Roxana	Ship	237	Francis Coffin, 2d	Peter Myrick & Co
Reaper	do	338	Jedediah Fitch	P. Gardner & Sons
Sally	do	195	Thomas Paddock	B. & P. Gardner
Sea Lion	do	307	Benjamin Folger	John Jenkins & Co
Thomas, 2d	do	206	Laban Cottle	P. Chase & Co
Tarquain	do	301	Micajah Gardner	R. Mitchell & Co
Vulture	do	299	Jesse Coffin	M. Barney & Co
Washington	do	308	Reuben Swain, 2d	Z. Coffin

NOTE.—A sloop sailed from Nantucket, whaling, in December, 1819.

* Probably

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Patagonia		July 28, 1819	<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
.....			.....	1, 150	.....
Brazil						Lost on coast of Brazil May 23, 1812, with 600 whale.
Pacific Ocean		Aug. —, 1820	1, 250			Last reported with 1,350 sperm.
.....do						Last reported with 350 elephant-oil and 4,000 skins. Captain Coffin died in 1812.
Pacific Ocean ..	Dec. 26	Dec. —, 1822	1, 630	130		Built at Haddam, Conn., 1819.
.....do	Feb. 12	Mar. 27, 1822	612	1, 200		Broken up at Nantucket 1822.
.....do	July 4	Jan. 18, 1822	1, 530	120		Built at Haddam 1819.
.....do	Oct. 15	Nov. 22, 1821	1, 940			Built at Rochester, Mass., 1819.
.....do	Aug. 12	Nov. 12, 1822	560	370		Built 1819.
Brazil	July 17					Condemned at St. Domingo after obtaining some oil.
Cape G'd Hope ..	July 18					Stove by a whale November, 1820; captain, mate, and three men saved in the boats; three men left on Disco Island.
Pacific Ocean ..	Aug. 12					The bottom of the Foster was pierced by a horn-fish and the horn left there. On sawing it off in the hold the water rushed through the opening 1,000 strokes per hour. Built 1819.
.....do	Jan. 25	Nov. 23, 1821	1, 254	11		
.....do	July 22	Apr. 12, 1822	1, 624			
Brazil	May 21	July 25, 1820	50	920		
.....do	June 17	Mar. 28, 1821		684		
South Atlantic ..	May 14	May 15, 1820	25	534		The General Jackson took her oil on the afterward celebrated "Tristan" ground.
Pacific Ocean ..	July 17	Aug. 5, 1821	1, 070	6		Taken off St. Mary's by the pirate Benvener, carried to Aranco, where Captain Russell and a boy were shot. The mate, Obed Starbuck, brought the ship home.
.....do						Last reported with 30 sperm.
Pacific Ocean ..	Jan. 25	Oct. 22, 1821	735	56		Altered from a brig, 1818.
New Zealand	July 23	June 16, 1822	2, 150	1		Captain Barrett died on the voyage.
Brazil	Dec. 20					Condemned at St. Domingo, 1820; had 330 barrels of oil.
.....do	June 23	Feb. 1, 1821	51	1, 260		
Gulf Mexico		June 15, 1820	90			
Pacific Ocean ..	July 20	Oct. —, 1822	1, 370	200		Built 1819.
.....do	Oct. 26	Mar. 10, 1822	2, 425			Took his oil off the Japan coast.
.....do	Jan. 7	Dec. 26, 1821	1, 690			
.....do	Jan. 7	May 8, 1822		800		Filled once and sold her oil at San Salvador, 1820. Captured from the English in the war of 1812.
Brazil	June 5	Feb. 10, 1821	19	1, 190		
Pacific Ocean ..	Nov. 30		1, 250	300		Captain Fitch died on the voyage. Built 1819.
Brazil	Mar. 22	Aug. 26, 1820	22	487		
Cape G'd Hope ..	July 8	Mar. 26, 1821		1, 087		
Pacific Ocean ..	May 9	Mar. 2, 1821		1, 000		
Brazil	July 20	Apr. 4, 1821		500		Reported at Charleston, S. C., November 21, 1820, with 500 whale, 40 hogsheads sperm, and 1,600 pounds bone.
Pacific Ocean ..	Sept. 14	Dec. —, 1822	1, 354	122		
.....do	Dec. 26	Feb. 14, 1822	1, 920			Washington built at Hanover, 1819.

Hudson.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1818.				
<i>New Bedford, Mass.</i>				
Augustus	Ship .....	..	Butler .....	.....
Alliance	Brig .....	..	Ashley .....	.....
Cornelia	do .....	..	Gardner .....	.....
Commodore Decatur	do .....	..	Tucker .....	.....
Dragon	do .....	..	Chadwick .....	.....
Francis	Ship .....	..	Howland .....	.....
George and Susan	do	32	Whittens .....	.....
Goleonda	do .....	..	Bennett .....	.....
Gleaner	Brig .....	..	Lealie .....	.....
Iris	Ship .....	..	Hathaway .....	.....
Mercator	do .....	..	Swain .....	.....
Minerva	do .....	..	Pease .....	.....
Martha	do .....	..	Whitfield	S. & C. Russell
Maria	do .....	..	Chase .....	.....
Minerva	Brig .....	..	Williams .....	.....
Midas	Ship	32	Smith .....	.....
Pacific	do .....	..	West .....	.....
Richmond	do .....	..	Timothy Daggett	I. Howland, jr., & Co
Swift	do .....	..	Price .....	.....
Timoleon	do	34	George Randall	I. Howland, jr., & Co
<i>Westport, Mass.</i>				
Industry	Brig .....	..	Emery .....	.....
<i>Sag Harbor, N. Y.</i>				
Abigail	Ship .....	..	.....	.....
Argonaut	do	25	.....	.....
Fair Helen	do .....	..	.....	.....
Hannibal	do	30	.....	.....
Octavia	do .....	..	.....	.....
Thomas Nelson	do .....	..	Coffin .....	.....
Union	do	26	Osborne .....	.....
<i>New York, N. Y.</i>				
Diana	Ship .....	..	Coffin .....	.....
H	Brig .....	..	.....	.....
<i>New London, Conn.</i>				
Carrier	Ship .....	..	.....	.....
<i>Fairhaven, Mass.</i>				
Herald	Ship .....	..	Spooner .....	.....
Pindus	do .....	..	Barrett .....	.....
Stanton	do .....	..	Burtch .....	.....
<i>Boston, Mass.</i>				
John	Ship	17	Prince B. Mooers .....	.....
<i>Dartmouth, Mass.</i>				
William Thacher	Brig .....	..	Chase .....	.....
1820.				
<i>Nantucket, Mass.</i>				
Atlas	Ship	24	Robert M. Joy	F. Joy & Son
Alert	Brig .....	..	Peleg Brook .....	.....
Boston	Ship	18	Frederick Barnard	Jethro Mitchell
Brothers	do	25	David Brayton	Samuel Mitchell & Bros
Criterion	do	22	Seth Coffin, Jr.	John Cartwright & Son
Crown Prince	Schooner .....	..	.....	.....
Charles	Ship	274	Abraham Swain	John Cartwright & Son
Columbus	do	344	Daniel Folger	Uriah Folger & Co
Dauphin	do	275	Zimri Coffin	Gilbert Coffin & Sons
Dispatch	Sloop .....	..	Bunker .....	.....
Diana	Brig .....	..	Calvin Bunker .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Patagonia		July 23, 1890		1,300		
Brazil	July 17	June 20, 1890		1,500		Crew sick with scurvy.
Patagonia	May —	June 20, 1890		90		
do	May —	Apr. 21, 1890				Last reported with 580 whale.
do	May —	June 7, 1890		500		
do	May —	June 21, 1890		1,900		
Brazil		May 24, 1890		1,200		
Pacific Ocean	Oct. 15					
Patagonia	May —	Mar. 19, 1890				Returned with a cargo of elephant-oil and sugar.
Pacific Ocean		July 19, 1891				Last reported with 1,600 sperm.
Pacific Ocean	Jan. —	June 7, 1892	1,900			Last reported with 1,300 barrels.
Patagonia		July 23, 1890		1,500		
Pacific Ocean	Sept. —					
Patagonia	May —	May 3, 1890				Last reported with 550 whale.
Brazil		June 17, 1890		2,200		
Patagonia	June 18	Mar. 23, 1890		2,200		
do	Aug. —	July 25, 1890	180	1,300	6,940	
Pacific Ocean	May —	June 5, 1892	2,150			
Brazil	July —	Feb. 13, 1890		2,030	10,105	Arrived at Newport; bought for New Bedford 1817.
Atlantic	Aug. —	May 10, 1890	12			
Brazil	July —					Last reported with 600 whale.
Brazil	July 5					Last reported with 1,260 whale.
do		June —		1,600		Last reported with 800 whale.
do	July —					Last reported with 1,400 whale.
do		June —		2,500		Last reported with 900 whale.
Patagonia		Apr. 12, 1890		1,100		
do	July —					
do	Aug. 1					
Patagonia		June 5, 1890		1,200		
do		July 25, 1890		900		
Pacific Ocean						Last reported with 1,300 sperm.
Patagonia	Oct. 30	June —, 1890				Last reported with 850 whale.
do						Last reported with 107 sperm.
Pacific Ocean	July 16	Apr. 4, 1893	1,600			Sold 1893.
Atlantic		Mar. 24, 1892	25	100		
Pacific Ocean	Jan. 20	Mar. 17, 1892	1,100			
do	June 14	June 5, 1893	1,40			
do	May 14	Apr. 13, 1893	1,40			
Atlantic						Last reported in August with 60 sperm.
Pacific Ocean	Dec. 20					Lost at Valparaiso. Had 1,600 sperm.
do						Saved 775 sperm and shipped it home.
do	July 23	Apr. 1, 1893	1,900			Built 1890; sold 1893.
do	Sept. 4	July —, 1893	1,272			
Atlantic						Last reported with 25 sperm.
South Atlantic						Skinning voyage.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1820.				
<i>Nantucket, Mass.—Continued.</i>				
Factor	Ship	209	John Maxcy	Barter, Ewer & Co
Falcon	do	207	Shubael Brown	E. Mitchell & Co.
Golden Farmer	do	304	Alfred Alley	John Jenkins & Co
Gov. Strong	do	271	Moses Smith	P. Chase & Co
Globe	do	297	George W. Gardner	P. & C. Mitchell
Gen. Jackson	do	174	John Fisher	F. G. Macy
Galen	do	365	Seth Pinkham	Gilbert Coffin & Sons
Hesper	do	247	Benben Joy, jr.	G. & J. J. Barney
Huntress	Schooner		Chris. Bardick	
Improvement	Ship	256	Obadiah Coffin	G. Coffin & Sons
Independence	do	311	Jona. Swain, 2d.	Zenas Coffin
Lucy	Brig			
Lady Adams	Ship	230	Shubael Hussey	O. Mitchell & Sons
Liberty	Schooner		— Coffin	
Leo	Ship	217	Henry Cottle	F. Joy
Lively	Schooner		— Coffin	
Lima	Ship	286	Nathaniel Gorham	Chris. Mitchell & Co.
Mason's Daughter	do		— Brown	
North America	do	351	Obed Wyer	T. Hussey & Sons
Ontario	do	354	Alexander D. Bunker	Samuel Mitchell & Bros.
Oliver H. Perry	Schooner		— Coffin	
President	Ship	293	Shubael Cottle	J. Starbuck & Co
Phoenix	Schooner			
Pacific	Ship	314	Franklin Chase	Paul Mitchell & Sons
Planter	do	240	Job Coffin	Jared Coffin
Ruby	do	221	Obed Ray	Jethro Mitchell
Sperm	do	296	James Bunker	A. Mitchell
States	do	290	Isaac Chase	Zenas Coffin
Samuel	do	267	Robert Inott	
Sally	do	194	Samuel Barrett	James Barker
Thomas	do	270	John Brown	S. & O. Macy
Urchin	Brig			
Vesta	Schooner		— Holmes	
William and Nancy	Brig		Tristram Folger	
<i>New Bedford, Mass.</i>				
Alliance	Brig		— Ashley	
Ann Alexander	Ship		— Cowell	
Com. Decatur	Brig		— Handy	
Charles	Ship		— Coffin	Samuel Rodman, jr.
Cornelia	Brig		— Gardner	
Dragon	do		— Wood	
Eliza Barker	Schooner		— Howland	
Elizabeth	do		— Rotch	
Francis	Ship		— Swain	
George and Susan	do	321	— Whitteus	
Independence	do		— Hammond	
Juno	Brig		— Long	
Laura	Schooner		— Davis	
Lorenzo	Ship		— Coffin	
Maria	do		— Chase	
Minerva	Brig		Daniel Wood	
Millwood	Ship		— Wilcox	
Midas	do		— Smith	
Martha	do		— Whitfield	
Minerva Smyth	do		Daniel McKenzie	
Ospray	Brig		— Howland	
President	do		— Covell	Samuel Rodman, jr.
Phebe Ann	Ship		— Chase	
Perala	do		— Cross	
Pacific	do		— West	
Parnassa	do		— Covell	
Russell	do		— Arthur	
Sophia	do		— Cathcart	
Timoleon	do	346	Charles Starbuck	L. Howland, jr., & Co.
Traveler	Brig		— Howland	
Victory	Ship		— Bunker	
Winalow	do		— Clark	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean	Aug. 9	Aug. 16, 1823	1,707			
do	Oct. 8	Nov. 8, 1823	1,600			Built 1820. Captain Brown was accidentally killed on the voyage. Benjamin Swalo, mate, died on the voyage. Sold out 1823.
do	Feb. 5	Jan. 12, 1823	200	800		
do	Feb. 21	Jan. 12, 1823	917	330		
do	Aug. 9	May 3, 1823	2,025			
do	Oct. 8	July 6, 1823	2,860			Altered from a brig 1820; sold 1823.
do	Dec. 31	Sept. 6, 1823	2,210	70		Built 1820; sold out 1823.
do	June 5	Sept. 12, 1823	900			
South Atlantic.						Skinning voyage.
Pacific Ocean	June 20	Apr. 2, 1823	805	467		
do	July 20	Apr. 8, 1823	2,023			
Pacific Ocean.	Feb. 28	Oct. 17, 1821	1,136	80		Last reported with 100 sperm.
Atlantic		Nov. 27, 1820				Last reported with 200 sperm.
Pacific Ocean.	Oct. 20	June 7, 1823	1,108			Broken up at Nantucket 1823.
Atlantic						
Pacific Ocean.	Dec. 6	July 6, 1823	1,225			
Atlantic	Dec. —	July 19, 1821	170			Boarded and plundered by pirates. Captain Wyer died on the voyage.
Pacific Ocean.	May 17	July 8, 1823	660			Built 1820 at Rochester.
do	Nov. 29	Nov. 14, 1823	1,948			
Atlantic						
Pacific Ocean.	Aug. 9	Nov. 17, 1823	1,383	400		
Atlantic	July 1					
Pacific Ocean.	Dec. 16	Aug. —, 1823	1,639			
do	Dec. 20	Nov. 17, 1823	1,465	201		
do	Dec. 20					Condemned at Oahu, 1823; oil shipped home.
do	Aug. 27	Mar. 24, 1823	1,920			Built 1820; sold 1823.
do	Sept. 4	Apr. 8, 1823	1,100			
do	Oct. 25					Condemned at Rio Janeiro 1823; oil (1,800 sperm) shipped home; sold 139 sperm.
do	Nov. 22	July 2, 1823	970			Broken up at Nantucket 1823.
do	Aug. 4	Sept. —, 1823	1,515			
Atlantic						
do		Oct. 19, 1821	90			
South Atlantic.						The William and Nancy returned from a whaling voyage November 27, 1820, clean.
						Skinning voyage.
Patagonia		July 20, 1821				
do	June —					
South Seas	May 27	Aug. 7, 1821	900			
Pacific Ocean.	Sept. 19	Aug. 5, 1823	Full.			
Patagonia		July 7, 1821				
do		July 1, 1821				
Atlantic		Dec. 27, 1821				
do	July 25	Sept. 18, 1820	Clean			
Pacific Ocean.	Dec. 9	Dec. 12, 1823	1,900			
Patagonia		June 12, 1821				
Pacific Ocean.		Dec. 6, 1823	2,000			
Brazil	May —	Jan. 19, 1821	400			
						Laura last reported with 130 sperm.
						Lorenzo was lost on the coast of Peru.
West'n Islands	June —	Aug. 7, 1821	300	54	408	
Pacific Ocean.	June —					Last reported with 1,200 sperm.
Brazil	July 25					
South Seas	Aug. —	Apr. 9, 1821		1,400		
Pacific Ocean.	Dec. —	Nov. 13, 1823	1,025			
do	Aug. —					
do	May —	Apr. 12, 1821	470			
do	July 25	May 4, 1823	Full.			Captain Chase died on the voyage.
Japan		Feb. 20, 1823	Full.			
Brazil		Mar. 10, 1821	220	1,920		
Pacific Ocean.	Dec. 8	July 5, 1823	Full.			
do	Aug. —	Oct. 7, 1823	1,900			
do	July 25	Dec. 8, 1823	1,500			
Brazil	May —	Apr. 5, 1823	300	2,200	2,943	
Cape de Verdes	May —					
Patagonia		May 23, 1821		2,000		
Brazil	May —					

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1890.				
<i>New Bedford, Mass.—Continued.</i>				
Wilmington and Liverpool Packet...	Ship		— Richmond	
William and Eliza	do		— Paddock	
William Thacher	Brig		— Chase	
William Botch	Ship		do	
<i>Fairhaven, Mass.</i>				
Leonidas	Ship		— Potter	
Pindus	do		— Bennett	
<i>Westport, Mass.</i>				
Almy	Brig		— Allen	
Industry	do		— Cory	
Polly and Eliza	do		— Mayhew	
Susan	Sloop		— Warner	
Traveler	Brig		— Howland	
<i>Rochester, Mass.</i>				
Orion	Brig		— Luce	
<i>Falmouth, Mass.</i>				
Sarah Herriok	Brig	150		Elijah Swift
<i>New York, N. Y.</i>				
Caroline Ann	Ship			
Combine	Schooner		— Jenkins	
Diana	Ship		— Paddock	
Eliza Barker	do		— Alley	
Neptune	do		— Coffin	
Trident	do		Reuben Coffin	
<i>Salem, Mass.</i>				
Gen. Knox	Ship		— Orne	
Polly	Brig			
<i>Newport, R. I.</i>				
Courier	Ship		William Fitzgerald	S. and J. Whitehorn
Robinson Potter	do		Reuben Swain	Robinson Potter
<i>New London, Conn.</i>				
Mary	Brig		— Davis	
Mary Ann	do		— Coffin	
Pizarro	do		— Colt	
<i>Bag Harbor, N. Y.</i>				
Abigail	Ship			
Argonaut	do	254	— Sayre	
Fair Helen	do			
Julius Caesar	Ship		Oliver Fowler	
Marous	do	283		
Ontario	do		— Smith	
Union	do	262	— Post	
	do		— Osburne	
<i>Boston, Mass.</i>				
Beverly	Ship	496	Elias Ceeley	Israel Thorndike
George	do		— Cary	
<i>Edgartown, Mass.</i>				
Apollo	Ship		— Daggett	
John	do		— Norton	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Patagonia	June —	Dec. 27, 1833	<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	The largest quantity to date. Last reported December, 1831, with 1,500 sperm.
Pacific Ocean..	June —	.....	2,600	.....	.....
Brazil	June —	.....	.....	.....	.....	Reported June, 1831, with 1,850 sperm.
Pacific Ocean..	June 11	.....	.....	.....	.....
Pacific Ocean..	Aug. 9	Feb. 26, 1823	.....	.....	.....	Full of sperm. Crew sick with scurvy.
Brazil	Aug. —	July 3, 1821	.....	800	.....
Sta. Belliciale..	.....	Sept. 1, 1820	40	.....	.....	Went cod-fishing and whaling; brought 91,000 cod-flesh.
West'n Islands.	June —	.....	.....	.....	.....
... do .....	.....	Oct. 17, 1820	120	.....	.....	Last reported with 200 sperm.
Atlantic	June —	.....	.....	.....	.....
... do .....	.....	May —, 1821	.....	.....	.....	Last reported with 150 sperm.
Cape de Verdes.	June 25	.....	.....	.....	.....
Atlantic	June 17	—, 1822	300	.....	.....	Withdrawn.
Pacific Ocean..	.....	.....	.....	.....	.....
West'n Islands.	June —	Sept. 24, 1820	.....	.....	.....	Last reported with 130 sperm.—
Pacific Ocean..	Aug. 23	.....	.....	.....	.....
Japan .....	.....	June 6, 1823	1,550	.....	.....	On a sealing-voyage principally. Brought home 5,000 skins.
Pacific Ocean..	Sept. 7	Mar. —, 1822	.....	1,300	.....
... do .....	.....	Aug. 13, 1823	2,000	.....	.....	Second mate killed by a whale.
Falkland .....	.....	June 6, 1821	.....	600	.....
.....	Aug. —	.....	.....	.....	.....	Last reported with 1,300 whale.
Pacific Ocean..	Nov. 3	July 9, 1823	1,900	300	.....
... do	July —	Dec. 31, 1822	2,100	.....	.....	Returned in September with a sprung mainmast; sailed again in 1820.
.....	July 23	Apr. 9, 1821	.....	827	.....
.....	.....	June —, 1821	.....	406	.....	Last reported with 1,300 whale.
.....	Aug. 1	June 1, 1821	103	1,145	2,375	
Patagonia .....	.....	.....	.....	.....	.....	Returned in September with a sprung mainmast; sailed again in 1820.
Brazil	Aug. 23	.....	.....	.....	.....
Pacific Ocean..	.....	.....	.....	.....	.....	Reported nine months out with 1,400 whale. Not on the custom-house clearances.
Brazil .....	.....	.....	.....	.....	.....
Patagonia	July —	.....	.....	.....	.....	Reported nine months out with 1,400 whale. Not on the custom-house clearances.
Brazil	July —	Mar. —, 1821	.....	2,000	.....
Pacific Ocean..	Dec. 13	Mar. —, 1824	2,400	.....	.....	Last reported with 1,800 sperm.
Brazil .....	.....	.....	.....	.....	.....
Pacific Ocean..	June 13, 1823	1,250	Last reported with 1,800 sperm.
... do	Oct. 15, 1823	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1820.				
<i>Provincetown, Mass.</i>				
Laurel	Brig .....	.....	— Cook .....	.....
Margaret	Schooner .....	.....	— Atwood .....	.....
Minerva	do .....	.....	— Soper .....	.....
Nero	do .....	.....	— Smalley .....	.....
Neptune	do .....	.....	— Cook .....	.....
Sophonra	do .....	.....	— Smith .....	.....
<i>New Haven, Conn.</i>				
Henry	Ship .....	.....	Uriah Coffin	Forbes & Goodrich
<i>—, N. Y.</i>				
Caroline Ann	Ship .....	.....	— Coffin .....	.....
Eliza Barker	do .....	.....	— Alley .....	.....
1821.				
<i>Nantucket, Mass.</i>				
Ann	Schooner .....	.....	— Perry .....	.....
Alexander	Ship	421	George B. Chase	Gardner & Swift
Constitution	do	318	David Swain, 2d	Zenas Coffin
Cyrus	do	346	Ellaha Folger, jr .....	.....
Equator	Sloop	262	Joseph Barney	Myrick, Folger & Co
Eagle	do	335	George Kelley	J. & L. Starbuck
Francois	Schooner	263	Joshua Coffin	Gideon Gardner
Ganges	Ship	263	Obed Clark	J. & B. Barnell
Gideon	do	204	.....	.....
George	do	350	John Fitch .....	.....
George Porter	do	225	Prince B. Moores	Robert Coggeshall
Harmony	Schooner .....	.....	— Hodges .....	.....
Hyos	Ship	290	Ammiel Coffin	Zenas Coffin
Industry	Schooner .....	.....	— Macy .....	.....
Iris	Sloop .....	.....	— Luce .....	.....
John Adams	Ship	296	George Bunker, 2d	Barnard & Macy
John Adams	do	268	Ammiel Joy	Peleg Macy, jr
Lion	do	320	Albert Clark .....	.....
Loper	do	316	William Henry Coffin .....	.....
Mason's Daughter	Sloop .....	.....	— Brown .....	.....
Martha	Ship	273	John H. Pease	Aaron Mitchell
Oeno	do	322	George B. Worth .....	.....
Oliver H. Perry	Schooner .....	.....	.....	.....
Peru	Ship	257	Peter Veeder .....	.....
Ploughboy	do	321	William Chadwick .....	.....
Phoenix	do	323	David Harris .....	.....
Roxana	do	237	Alexander Ray	Reuben Starbuck
Spartan	do	333	George Swain, 2d .....	.....
Sea Lion	do	307	Alexander Russell .....	.....
Thomas	do	208	Laban Cottle	K. Starbuck
Two Brothers	do	217	George Pollard, jr .....	.....
Urchin	Brig .....	.....	— Chadwick .....	.....
Weymouth	Ship	329	Moses Harris .....	.....
<i>Salem, Mass.</i>				
Nancy	Brig .....	.....	— Upton	S. White
<i>New Bedford, Mass.</i>				
Ann Alexander	Ship .....	.....	— Covell .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Western Isl'ds		Nov. —, 1821	210			
do		Oct. 17, 1821	161			
do		Oct. —, 1821	221			
do		Oct. —, 1821	261			
do		Oct. —, 1821	261			
do		Oct. —, 1821	8			
Pacific Ocean	Dec. 16	Nov. 12, 1823	1,800	200		Made a losing voyage. Sold 1824.
Pacific Ocean	Dec. 21		1,050			
Atlantic	Oct. 3					
Pacific Ocean	Aug. 12	May 2, 1824	2,830			Built 1821 at Hanover.
do	June 24	July —, 1823	2,017			
do	Nov. 8	Mar. 10, 1825	2,111			Last reported with 100 sperm.
Pacific Ocean	Feb. 28	July 6, 1823	1,442			
do	Nov. 13	Aug. 4, 1824	1,561			
Atlantic	July 16					Last reported Aug. 26 with 60 sperm.
Pacific Ocean	Aug. 15	Mar. 31, 1824	1,823			Condemned at Saint Bartholomew's; had 444 sperm, 214 whale.
do	Aug. 21					
do	Oct. 3	Dec. 10, 1824	1,414	287		Sold to New Bedford 1824.
do		Dec. 10, 1824	1,531			Brought also 1,000 seal-skins.
N. S. Shetland		June 10, 1822		250		
Pacific Ocean	Aug. 18	May 6, 1824	1,521			
Brazil		Dec. 30, 1821		250		
South Pacific Ocean	Apr. 29					
do	June 23	Aug. 22, 1823	1,101			Captain Bunker died; the mate and boat's crew were lost. Sold to New Bedford 1824.
do	Dec. 12	Feb. 22, 1825	1,170			
do	June 24					Built 1821. Lost on rocks going into Fanning's Island. Had 1,400 sperm; saved 250.
do	Aug. 20	May 6, 1824	1,071			Condemned at Port Royal March, 1822.
Pacific Ocean	Dec. 3	Apr. 27, 1825	1,587			
do	Dec. 19	July 24, 1824	1,823	60		Reported August 13, 1821, homeward bound, with "80 or 180 sperm."
Mexico						
Pacific Ocean	Mar. 4	Apr. 26, 1824	1,527	236		Built 1821.
do	July 31	May 11, 1824	2,49			Built 1821 at Rochester. Temporarily withdrawn 1824.
do	Sept. 10	Apr. 30, 1824	1,931			Sold out 1824. Condemned at Saint Bartholomew's subsequently.
do	July 25	June 4, 1824	1,177	34		Built 1821 at Rochester.
do	Aug. 18	Nov. 5, 1823	2,090			Second mate, Ensign Rogers, drowned by a foul line. Sold out 1825.
do	Aug. 29	Apr. 30, 1824	1,567			
do	June 13	Feb. 12, 1824	710	520		Lost on a coral reef, lat. 24° N, long. 168° W. Crew saved by the Martha, Captain Pease.
do						Last of 1821 reported on Brazil, with 560 whale.
Atlantic	Apr. —					
Pacific Ocean	June 23	Mar. 25, 1824	1,970			
Falkland and N. S. Shetl'd.		May 27, 1822		100		Brought also 1,800 seal-skins.
South Seas	May —	Apr. 25, 1822		1,500		

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1821.				
<i>New Bedford, Mass.</i>				
Alliance	Brig	—	Ashley	—
Abigail	Ship	—	Covell	—
Barclay	do	—	Glover	—
Balcena	do	—	Gardner	—
Camillus	do	—	Gardner	—
Com. Decatur	do	—	Tilton	—
Elizabeth	Brig	—	Blackmer	—
Eliza Barker	Schooner	—	Howland	—
Florida	Ship	—	Rice	—
Good Return	do	—	Terry	—
George and Susan	do	—	Upham	George Howland
George and Martha	do	—	Randall	—
Indian Chief	Brig	—	Nye	—
Independence	Ship	—	Hammond	—
Iris	do	—	Hathaway	—
Juno	do	—	Long	—
Laura	Schooner	—	Long	—
Loring	Ship	—	Coffin	—
Midas	do	—	Spooner	—
Minerva	do	—	Swain	—
Martha	do	—	Perry	—
Maria Theresa	do	—	Wilcox	—
Mercator	do	—	Wood	—
Millwood	do	—	Burgess	—
Maryland	do	—	Folger	Samuel Rodman
Pacific	do	—	Whitfield	—
President	Brig	—	Howland	—
Planter	do	—	Long	—
Protection	do	—	Wainer	—
Portia	Ship	—	Ray	—
Richmond	do	—	Richard Williams	—
Roscoe	do	—	Swain	—
Swift	do	—	John Pinkham	T. S. & N. Hathaway
Timoleon	do	—	Charles Starbuck	L. Howland, jr., & Co.
Triton	do	—	Zephaniah Wood	do
Victory	do	—	Bunker	—
Winalow	do	—	Clark	—
Wilmington and Liverpool Packet	do	—	Briggs	—
<i>Fairhaven, Mass.</i>				
Arab	Ship	—	Gibbs	—
Amazon	do	—	—	—
Columbus	do	—	Brock	—
Herald	do	—	Shearman	—
Pindus	do	—	E'dridge	—
Telamachus	Schooner	—	Hitch	—
<i>Westport, Mass.</i>				
Almy	Brig	—	Mayhew	—
Amstead	do	—	Seabury	—
Industry	do	—	Cory	—
Polly and Eliza	do	—	Webber	—
Traveller	do	—	Dyer	—
<i>Edgartown, Mass.</i>				
Hope	Schooner	—	—	—
Loan	Ship	—	Tilton	—
Planter	Brig	—	Pease	—
Palmer	Schooner	—	Osborn	—
<i>Boston, Mass.</i>				
Hope	Ship	306	Jethro Coffin	—
John	Ship	172	Charles Coleman	—
Palladium	do	—	Macy	Israel Thorndike

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean	June 1					
Japan	July —	Sept. 6, 1823	Full			
Pacific Ocean	Apr. 14	Apr. 14, 1824	1,600			Balcona last reported with 1,500 sperm.
Brasil		June —, 1822		1,200		
Pacific Ocean	Oct. —	Apr. 25, 1824	1,600			
Cape de Verde	June —	—, 1821				
Pacific Ocean	Dec. —					
South S-as	May —	May 4, 1823		2,000		
Pacific Ocean	Sept. 21	Apr. 23, 1824	1,900			
South Seas	Apr. 12	Mar. 24, 1822	100	2,200		
Cape de Verde	Apr. —	Mar. 13, 1822		550		
Pacific Ocean	May —					
do		Feb. 2, 1824	2,000			
Brasil	May —	Apr. 23, 1822		800		
West Indies	Apr. —					Lost on Peru.
Pacific Ocean						Reported November 8, 1821, with 1,100 whale.
South Seas	June 3					
Pacific Ocean	Sept. 8	Aug. 20, 1823	1,100			
South Seas	July —	Mar. 30, 1822		1,750		
do		June 5, 1823		2,000		
do	Dec. 31					
Brasil	May —	Apr. 26, 1822		1,700		
Pacific Ocean		Nov. 11, 1824	2,300			Belonged to Havre, probably.
Brasil	May —					Last reported with 1,400 whale.
do	May —	May 5, 1822	220	190		
Cape de Verde		Aug. —, 1822	150			
Brasil	May —	Apr. 29, 1822		500		
Pacific Ocean	Dec. —					
do	June 3	Mar. 3, 1823	140	1,811		
do	Oct. —	June 28, 1824	1,400			
do	Oct. —	May 26, 1824				
Brasil	May —	Apr. 13, 1822	85	2,485	3,231	
Pacific Ocean	Aug. 5	May 3, 1824	1,000			Captain Wood died at sea.
Brasil	June —	Apr. 26, 1822		1,300		
South Atlantic		Sept. —, 1822		1,000		Second mate, Prince Look, killed by a whale.
Pacific Ocean	Apr. 12	Dec. 27, 1823	2,600			
New Zealand						Arab last reported with 350 barrels.
Brasil		May 20, 1822		1,100		
Pacific Ocean	June —	June 5, 1823	1,800			
Brasil	May —	May 17, 1822		1,500		
do	Aug. —	May 23, 1820		600		Reported Feb., 1823, with 600 whale.
West Indies	Apr. —	May 20, 1821				Last reported with 60 sperm.
Mexico		July 26, 1822				
C. de Verde		Mar. 24, 1822				
C. de Verde		Apr. —, 1822				
C. de Verde	June 3	Dec. 24, 1821	70			Last reported with 70 sperm.
Pacific Ocean		Aug. 7, 1823	1,700			
Atlantic	July 1					
Atlantic	July 1					Last reported with 38 barrels.
Pacific Ocean	Jan. 6	Nov. 4, 1823	1,100	30		The Hope was condemned at Fayal in 18—; sailed whaling from there several years under the name of Perseverance; finally lost at sea.
Brasil	May 19	Sept. 6, 1822	30	220		
Pacific Ocean		Oct. 18, 1824	2,000			

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1821.				
<i>Provincetown,* Mass.</i>				
Cora	Brig .....	.....	.....	.....
Charles	Schooner .....	.....	Grozier .....	.....
Laurel	Ship .....	.....	Cook .....	.....
Minerva	Schooner .....	.....	Soper .....	.....
Margaret	Ship .....	.....	Atwood .....	.....
Neptune	Schooner .....	.....	Cook .....	.....
Nero	do .....	.....	Smalley .....	.....
President	do .....	.....	Soper .....	.....
Sophronia	do .....	.....	Smith .....	.....
Unitaro	do .....	.....	.....	.....
Vesta	do .....	.....	Holmes .....	.....
<i>New York, N. Y.</i>				
Charity	Brig .....	.....	Barnard .....	.....
Dawn	Ship .....	.....	Gardner .....	.....
Diana	do .....	.....	Aaron Paddock .....	.....
Hesper	do .....	.....	.....	.....
Neptune	do .....	.....	Brown .....	.....
<i>Newport, R. I.</i>				
Frederick Augustus	Ship .....	.....	Joseph Earl	Whitton & Ruggles
George and Mary	do .....	.....	James Townsend	Bowen & Ennis
James Munroe	Sloop .....	.....	Palmer .....	.....
<i>Stonington, Conn.</i>				
Essex	Sloop .....	.....	Chester .....	.....
<i>New Haven, Conn.</i>				
Huron	Ship .....	.....	Davis .....	.....
<i>Dartmouth, Mass.</i>				
William Thatcher	Brig .....	.....	Chase .....	.....
<i>—, R. I.</i>				
Emily	Brig .....	.....	Mayhew .....	.....
<i>New London, Conn.</i>				
Carrier	Ship .....	.....	Swain .....	.....
Com. Perry	do .....	.....	Davis .....	.....
Gen. Scott	Brig .....	.....	.....	.....
Mary Ann	do .....	.....	Coffin .....	.....
Mary	do .....	.....	Smith .....	.....
Pizarro	do .....	.....	Coit .....	.....
Stonington	Ship .....	.....	Ray .....	.....
Thames	do .....	.....	Coffin .....	.....
<i>Sag Harbor, N. Y.</i>				
Andes	Ship .....	.....	.....	.....
Abigail	do .....	.....	Green .....	.....
Fair Helen	do .....	.....	.....	.....
Hannibal	do .....	.....	.....	.....
Julius Caesar	do .....	.....	.....	.....
Octavia	do .....	.....	Green .....	.....
Thorn	do .....	.....	Gardner .....	.....
<i>Warren, R. I.</i>				
Rosalie	Ship .....	.....	.....	.....
<i>Plymouth, Mass.</i>				
Mayflower	Ship	250	Harris .....	.....
<i>Falmouth, Mass.</i>				
Pocahontas	Ship	350	Frederick Chase	Elijah Swift

* Some of these vessels

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic						
do	Apr. 10	Nov. 16, 1821	220			
do	Apr. 23	Nov. 16, 1821	220			
do						Last reported, Aug. 12, with 180 sperm.
do						Neptune last reported with 70 sperm.
do						Nero last reported with 60 sperm.
do						President last reported with 120 sperm.
do						Sophronia last reported with 35 sperm.
do	May —	Sept. —, 1821	260			
do	May 1	Oct. 18, 1821	90			
N. S. Shetland	May —, 1822					Brought 8,000 seal-skins and some oil.
Pacific Ocean	Apr. 13, 1824		2,200			
do	June 8, 1823		1,250			
do						
Brazil	—, 1822					Last reported 1,300 whale.
Pacific Ocean	Feb. 28, 1824		2,000			
Brazil	May 24, 1822			1,000		
N. S. Shetland	Apr. 20, 1822					Full of oil and furs.
N. S. Shetland	Apr. —, 1822			200		Brought also furs.
do						
do						Last reported at "Yankee Harbor" with
do						12,000 skins and 700 barrels oil.
Brazil						
do						
Pacific Ocean	Feb. 28	July 12, 1823	2,074			
Brazil	July 22	Mar. 26, 1822	81	1,544	2,260	
N. S. Shetland		May —, 1822		300		Also 1,300 fur-skins.
Brazil	July —	Mar. —, 1822	50	381		
do	June 6	Apr. 7, 1822		777		
do	July 15	Mar. 24, 1822	63	1,288		
Pacific Ocean	Nov. 18	May 8, 1823	1,820			Built 1821.
Brazil		Apr. —, 1822		538		
do						
Brazil	Oct. 29	—, 1822				Reported Feb., 1822, with 1,700 whale.
do		—, 1822				
do		Mar. —, 1822		1,700		
do						
Pacific Ocean						Last reported with 1,350 sperm.
Brazil	July					Last reported with 1,400 whale.
Patagonia		Apr. —, 1822		1,850		
Pacific Ocean	July —	Dec. 7, 1824				
Pacific Ocean	Sept. —	June 3, 1824	2,000			Built 1821.
Pacific Ocean	Dec. —	Oct. —, 1824	2,000			Built at Wareham, 1821.
also hail from Boston.						

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1892.				
<i>Nantucket, Mass.</i>				
Atlantic.....	Ship.....	321	Sylvanus Russell.....	John B. Macy.....
Alert.....	Brig.....	...	Charles Ray.....	...
Barclay.....	Ship.....	301	Peter Coffin.....	Griffin Barney.....
Belvidere.....	Schooner.....	...	— Cobb.....	...
Boston.....	Ship.....	187	George Joy.....	...
Dove.....	Brig.....	...	William Collins.....	Joseph Winslow.....
Diana.....	do.....	...	— Bunker.....	...
Dolphin.....	do.....	...	Charles Macy.....	...
Dispatch.....	Sloop.....	...	— Bunker.....	...
Enterprise.....	Ship.....	413	Reuben Weeks.....	...
Franklin.....	do.....	309	Elihu Coffin.....	John Cartwright.....
Foster.....	do.....	317	Shubael Chase.....	Paul Mitchell & Sons.....
Francis.....	do.....	291	Joeliah B. Whippey.....	Daniel Jones.....
Franklin.....	Schooner.....	...	— Coffin.....	...
Friendship.....	do.....	...	...	...
Golden Farmer.....	Ship.....	294	Alfred Alley.....	...
Globe.....	do.....	293	Thomas Worth.....	...
Hero.....	Ship.....	313	Obed Starbuck.....	S. L. and J. Starbuck.....
Indus.....	do.....	262	Obed. Fitch.....	Val. Hussey & Bros.....
Industry.....	do.....	...	— Boston.....	...
Independence.....	do.....	352	William Plaskett.....	Aaron Mitchell.....
John Jay.....	do.....	217	Alexander Drew.....	Z. and G. Coffin.....
Japan.....	do.....	332	Shubael Hussey.....	...
Kingston.....	do.....	312	Alexander Perry.....	...
Lady Adams.....	do.....	230	Charles Tobey.....	...
Lydia.....	do.....	325	Joseph Allen.....	Zenas Coffin.....
Maro.....	do.....	315	Richard Macy.....	...
Maria.....	do.....	365	George W. Gardner.....	...
Nancy.....	Sloop.....	...	— Luce.....	...
Ocean.....	Ship.....	349	Tim. Fitzgerald.....	...
O. H. Perry.....	Schooner.....	...	...	...
Peruvian.....	Ship.....	334	Edward Clark.....	C. Mitchell & Co.....
Paragon.....	do.....	309	Henry Bunker.....	...
Rambler.....	do.....	318	William Worth, 2d.....	Aaron Mitchell.....
South America.....	do.....	397	Stephen West.....	...
Sven.....	Sloop.....	...	— Gardner.....	...
Thetis.....	Schooner.....	...	— Brown.....	...
Tarquin.....	Ship.....	361	Daniel Bunker.....	...
Thomas.....	do.....	270	Benjamin F. Coffin.....	K. Starbuck.....
Washington.....	do.....	302	Reuben Swain, 2d.....	Zenas Coffin.....
<i>New Bedford, Mass.</i>				
Ann Alexander.....	Ship.....	...	— Bates.....	...
Alliance.....	do.....	...	— Coffin.....	...
Bonrbon.....	Ship.....	...	— Paddock.....	...
Commodore Rodgers.....	do.....	...	— Smith.....	William C. Nye.....
Dragon.....	Brig.....	...	— Atkin.....	...
Elizabeth.....	do.....	...	— Blakmer.....	...
Eliza Barker.....	Schooner.....	...	— Howland.....	...
Elizabeth.....	Ship.....	...	Eber Clark.....	...
Florida.....	Ship.....	...	— Price.....	...
Goloonda.....	do.....	...	— Brock.....	George Howland.....
George and Martha.....	do.....	...	— Randall.....	...
Indian Chief.....	Brig.....	...	...	...
June.....	do.....	...	— Lawrence.....	...
Martha.....	Ship.....	...	— Reed.....	...
Maria.....	do.....	...	— Sprague.....	...

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean ..	June 23	Mar. 19, 1825	1,990			
do ..	June 23	Dec. 23, 1824	444	214		
do ..	Jan. 16	Dec. —, 1823	1,816			
Mexico ..		Aug. 2, 1823	158			
Pacific Ocean ..	Dec. 18		1,144			The Boston was probably transferred to New York and arrived there May 9, 1825. Returned September 15, 1823, with 290 sperm, and sailed again November 12. No report.
Bay of Mexico ..	Jan. 24	— —, 1823	190			Sold 650 barrels at River Francisco, at 75c. per gallon, and refitted. Samuel Merry, second mate, lost overboard, 1824.
C. de Verdes ..	Oct. 31					
Brazil ..	June 3	Dec. 23, 1824	444	214		Built 1822 at Haddam, Conn.
C. de Verdes ..	May 28	July 1, 1823				
Pacific Ocean ..	Sept. 3	Jan. 27, 1825	2,425	95		
do ..	June 11	— —, 1824	1,969			
do ..	June 24	Dec. 27, 1824	2,167			
do ..	Aug. 17	Aug. 9, 1825	1,134			Sold out 1825.
Bay of Mexico ..		Nov. 15, 1822		Clean		
Pacific Ocean ..	May 7					
do ..	June 3	— —, 1824	1,567			
do ..	Dec. 20	Nov. 14, 1824	372			On this voyage and on this ship occurred the most horrible mutiny that is recounted in the annals of the whale fishery from any port or nation. (See History.)
do ..	Jan. 4	Feb. 9, 1824	2,173			
Brazil ..	June 23	May 4, 1823		1,050		Barzillai Luce, first mate, drowned 1822.
C. de Verdes ..		Nov. —, 1822	70			Manned wholly by blacks.
Pacific Ocean ..	Sept. 3	July 24, 1825	1,954			
do ..	Jan. 4	— —, 1821	1,257			
do ..	July 18	Oct. 20, 1825	1,917	127		Built 1822 at Scituate.
do ..	July 14	Dec. 8, 1824	1,807			Built 1822.
do ..	Mar. 11					A missing ship, supposed to have been burned at sea off Japan; all on board lost.
do ..	Aug. 22	July 3, 1823	2,318			Built 1822. Sent home 70 sperm.
do ..	Aug. 2	Apr. 17, 1825	2,35			
do ..	Nov. 17	Apr. 27, 1825	2,34			
Atlantic ..	Aug. 9	Oct. 16, 1822		8		Built 1822 at Haddam, Conn.
Pacific Ocean ..	Aug. 17	Apr. 16, 1825	1,99			
Pacific Ocean ..	Jan. 9	Apr. 2, 1824	2,167			
do ..	June 11	Jan. 18, 1825	1,85			
do ..	Jan. 9	Mar. 22, 1824	1,88			
Brazil ..	May 13	July 5, 1823	124	1,734		
Atlantic ..						
do ..		Sept. 13, 1822	10			Returned leaking 300 strokes an hour.
Pacific Ocean ..	Jan. 9					Abandoned at sea off Barbadoes.
do ..	Dec. 18					Condemned at Oahu 1825.
do ..	June 23	Feb. 26, 1827	2,054			
South Seas ..	May —	Apr. —, 1823		1,540		
Pacific Ocean ..	May —					Condemned at Buenos Ayres December 15, 1825.
Brazil ..	Dec. —					Belonged to Havre, France.
South Seas ..	May —	Feb. 22, 1823		1,800		
Patagonia ..	May —	May 30, 1823				Brought a cargo of elephant-oil.
Cape de Verde ..	Jan. 16					
Mexico ..	Jan. 16	June 14, 1823	127			
Pacific Ocean ..	Apr. 30	Apr. —, 1824				Captain Clark died on the voyage. Returned full. Probably owned in West-port.
South Seas ..		Nov. 26, 1823		2,000		
Pacific Ocean ..	Sept. 3	Dec. 8, 1824	2,000			
South Seas ..	June —	Apr. 27, 1823		2,050	9,000	First mate killed by a whale.
Pacific Ocean ..		Dec. —, 1825	1,900			At Newport December 19.
Brazil ..		June 23, 1823	550	150		
do ..	May —					Probably belonged in Fairhaven.
Pacific Ocean ..	May 9	Apr. 21, 1825	Full			

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1892.				
<i>New Bedford, Mass.—Continued.</i>				
Mercury	Ship		William Austin	I. Howland, jr., & Co.
Midna	do		— Spooner	
Minerva	Brig		Daniel Wood	
Mercator	Ship		— Wood	
Massachusetts	do		— Cathcart	
Milwood	do		— Burgess	
Nautilus	Brig		— Covill	
Planter	do		— Hussey	
Phoenix	Ship		— Worth	
Packet	do		— Delano	
Pacific	do		— Whitfield	
Portia	do		— Ray	
Roscoe	do		— Swain	Andrew Robeson
Russell	do		— Coleman	
Telemachus	Schooner		— Long	
Timoleon	Ship		Charles Starbuck	
Victory	do		— Adams	
William Rotch	do		— Tobey	
<i>Fairhaven, Mass.</i>				
Amazon	Ship		— Eldredge	
Herald	do		— Neil	
Pindus	do		— Townsends	
Stanton	do		— Burtch	
<i>Westport, Mass.</i>				
Almy	Brig		— Mayhew	
Columbus	do		— Seabury	
Industry	do		— Parker	
Polly and Eliza	do		— Wilbur	
Traveller	do		— Phelps	
<i>Boston, Mass.</i>				
Ardent*	Brig		Samuel Soper	
Cadmus	Ship		— Cary	
Charles	do		B. Coffin	Bridge & Brown
Fair Lady*	Schooner		— Grozier	
Hannah and Eliza	Ship		— Cook	
Laurel*	Brig		— Paine	J. Russell
President*	Schooner			
<i>Edgartown, Mass.</i>				
Almira	Ship		— Daggett	
<i>Plymouth, Mass.</i>				
Fortune	Ship	280	Peter C. Myrick	
<i>Marblehead, Mass.</i>				
Lavalette	Schooner		— Colby	Benjamin Knight
<i>New Haven, Conn.</i>				
Thames	Brig		Reuben Clasby	N. H. Whaling Co.
<i>New London, Conn.</i>				
Ann Maria	Ship		— Smith	
Commodore Perry	do		— Davis	
Connecticut	do		— Bunker	
Jones	do		— Coit	
Pizarro	Brig		— Rice	
Thames	do		— Miller	

* Many small vessels clearing from Boston

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean		Mar. 11, 1825	2,205	71	572	
Brazil		May 4, 1823		2,100		
Africa		Mar. 3, 1823	837	31		
Pacific Ocean	Jan. —	Aug. 7, 1824	1,500			
do	Jan. 25					
South Seas	June —	May 5, 1823		1,800		Belonged to Havre.
do	May 16	June 14, 1823	380			
Africa		Nov. 4, 1823	500			
Pacific Ocean	May —	Sept. 13, 1824	2,900			
Atlantic	June —	June 17, 1823	160			
South Seas	May —	Apr. —, 1823		2,000		
Pacific Ocean		June 7, 1824	1,400			
do						
do	Dec. 5	Mar. 19, 1825	Full			
Africa		June 15, 1823	280			
South Seas	June —	Apr. 9, 1823	245	2,265	5,065	Bought for New Bedford 1810.
Brazil	June —	June 8, 1823		1,700		
Pacific Ocean	May —	June 2, 1824	1,700			
Brazil		June 16, 1823		1,650		
do		May 21, 1823		1,300		Crew badly troubled with scurvy.
Pacific Ocean		Mar. 19, 1825	1,200			
do	Jan. 31	Apr. 23, 1824	1,850			
West Indies		July 13, 1823	280			
Mexico		Aug. 21, 1823	320			
W. Islands	May —	July 9, 1823	400			Lost; her crew were taken off by an English brig.
W. Islands	Aug. 5	—, 1822	70			Manned by blacks.
Atlantic	Mar. 4	Oct. —, 1822	200			On the next voyage of the <i>Argent</i> she was wrecked at sea, and nine of the crew lost. The captain and four men were rescued by a New York packet.
Pacific Ocean		Dec. 7, 1825	Full			
Brazil	July 6	Dec. 27, 1823		1,600		
Atlantic		Mar. —, 1823				Last reported with 170 sperm.
do		Oct. 9, 1822	150			
West Indies		Mar. —, 1823	50			
do	Mar. 6	Oct. —, 1822	100			
Pacific Ocean	Feb. 6	May 8, 1824	2,300			
Pacific Ocean	Sept. 10	Sept. 20, 1825	2,000			Built 1822.
Atlantic	Apr. 8					
Pacific Ocean	Oct. 10	Oct. 29, 1825				
Brazil	July 1	Mar. 23, 1823	145	1,919	7,000	
do	June 16	May 19, 1823		1,445	6,900	
Pacific Ocean	Oct. 17	Apr. 30, 1825	2,154			Built 1822.
Brazil	June 16	Mar. 23, 1823		1,761	6,000	
do	June 9	May 20, 1823	99	779		
do		June 16, 1823		808	3,383	

belonging, undoubtedly, to Provincetown.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1892.				
<i>Sag Harbor, N. Y.</i>				
Andes.....	Ship.....	.....	Griffing.....	.....
Argonaut.....	do.....	.....	Isaac Sayre.....	.....
Fair Helen.....	do.....	.....	Sayre.....	.....
Gen. Scott.....	Brig.....	.....	.....	.....
Hannibal.....	Ship.....	.....	G. Post.....	.....
Ocean.....	Sloop.....	.....	.....	.....
Octavia.....	Ship.....	.....	H. Green.....	.....
Thorn.....	do.....	.....	Gardner.....	.....
Eight ships sailed from Sag Harbor in 1892, returning in 1893 with 1,842 sperm, 9,731 whale, 45,800 pounds bone.				
<i>Stonington, Conn.</i>				
Hydaspe.....	Ship.....	318	Peter Paddock.....	B. Pendleton.....
Herailla.....	do.....	.....	.....	.....
<i>Falmouth, Mass.</i>				
Salome.....	Schooner.....	.....	.....	.....
<i>New York, N. Y.</i>				
Dawn.....	Ship.....	.....	Gardner.....	.....
Neptune.....	do.....	.....	Brown.....	.....
<i>Provincetown, Mass.</i>				
Several Provincetown vessels are placed under the head of Boston.				
Four Brothers.....	Schooner.....	.....	.....	.....
Gen. Jackson.....	do.....	.....	Atkins.....	.....
Hannah & Eliza.....	do.....	.....	.....	.....
Mary.....	do.....	.....	Cook.....	.....
Neptune.....	do.....	.....	do.....	.....
Olive Branch.....	do.....	.....	.....	.....
Seventh Son.....	do.....	.....	Cook.....	.....
Sophronia.....	do.....	.....	Rider.....	.....
Vesta.....	do.....	.....	Holmes.....	.....
<i>Tuxton, R. I.</i>				
Amstel.....	Brig.....	116	Almy.....	.....
<i>Rochester, Mass.</i>				
Pocahontas.....	Brig.....	.....	Johnson.....	.....
<i>Newport, R. I.</i>				
Alliance.....	Ship.....	.....	James C. Swain.....	Clark & Fowler.....
George and Mary.....	do.....	.....	Frederick Winslow.....	Bowen & Ennis.....
<i>Boston, Mass.</i>				
Charles.....	Ship.....	216	Barna Coffin.....	.....
1893.				
<i>Nantucket, Mass.</i>				
Aurora.....	Ship.....	346	Seth Coffin, Jr.....	Paul Macy.....
Brothers.....	do.....	256	James Britton.....	Samuel Mitchell & Bros.....
Chili.....	do.....	291	Frederick Barnard.....	.....
Dove.....	Sloop.....	.....	Collins.....	J. Winslow.....
Dauphin.....	Ship.....	273	Obed Swain.....	Gilbert Coffin & Sons.....
Diana.....	Brig.....	.....	Bunker.....	.....
Equator.....	Ship.....	262	Joseph Barney.....	.....
Falcon.....	do.....	297	Benjamin C. Chase.....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Brazil		Mar. 5, 1823	Bbls.	Bbls.	Lbs.	
do		Jan. 29, 1823	100	1,500	11,000	
do		June —, 1823		1,450		
Brazil						
Brazil						
do		May 31, 1823		1,600		
Pacific Ocean		Sept. —, —	1,600	200	1,400	Built 1822.
do						
Pacific Ocean		Apr. 13, 1824	2,200			
Patagonia		Aug. 21, 1823	70	750		
Atlantic	Jan. —	Oct. —, 1822	50			
do	May —	Oct. —, 1822	200			
do	Jan. —	Oct. —, 1822	180			
do		Oct. —, 1822	100			
do		Oct. —, 1822	100			
Atlantic		Oct. —, 1822	90			
do		Oct. —, 1822	60			
do		Oct. —, 1822	90			
West Indies		June 19, 1823	75			
Atlantic	Oct. —					Last reported with 35 sperm.
Pacific Ocean		May 21, 1824	2,200			
Brazil		Mar. 13, 1823		1,000		
do	July 6					
Pacific Ocean	Oct. 2	Dec. 22, 1826	1,534			Condemned at Rio Janeiro 1823 or 1824.
Brazil	Aug. 24					Sold to New Bedford 1826.
Pacific Ocean	Apr. 15	May 17, 1824	1,72			The Dove sailed again in 1823; arrived at Philadelphia August 27, 1824, with 130 sperm and 2 live sea-elephants.
Mexico		Sept. 9, 1823	200			Thomas Clark, 2d mate, killed by a whale May, 1824.
Pacific Ocean	Dec. 6	Jan. 23, 1826	1,560			
Atlantic		Oct. 7, 1824		Clean		
Pacific Ocean	Oct. 2	Feb. 5, 1826	1,424			Sold to New Bedford 1826.
do	Feb. 21					Lost on the island of Obiteroa.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1893.				
<i>Nantucket, Mass.—Continued.</i>				
Factor	Ship	299	John Maxey	
Hesper	do	247	William Chase	J. J. Barney
Indus	do	263	Samuel Joy	V. Hussey & Bros.
Independence	do	311	William Whippey	Aaron Mitchell
Improvement	do	256	Reuben Kolley	
Pacific	do	314	Albert Clark	Paul Mitchell & Sons ..
Rose	do	350	Shubael Cottle	L. & J. Starbuck
Resper	do	333	Alexander Ramedell ..	
Swift	do	433	Frederick Arthur	Gardner & Swift
South America	do	397	Edmund Gardner	
Urchin	Brig		— Chadwick	
<i>New Bedford, Mass.</i>				
Ann Alexander	Ship		— Bowen	
Bourbon	do			
Benezet	Brig		— Covell	
Charles	Ship		— Joy	
Com. Rodgers	do		— Smith	
Dragon	Brig		— Bates	
Elizabeth	do		— Blackmer	
Enterprise	Ship		— Gardner	
George and Martha ..	do		— Chase	
Good Return	do		— Terry	
Lyra	do		— Joy	J. & J. Howland
Mary	Brig		— Mayhew	
Martha	Ship		— Reed	
Millwood	do		— Burgess	
Maria Theresa	do		— Hillman	
Midas	do		— Spooner	
Pacific	do		— Whitfield	
Parnasso	do		— Covell	
Phebe Ann	do		— Rawson	
President	Brig		— Tilton	
Packet	Schooner ..		— Delano	
Richmond	Ship		— Covell	I. Howland, Jr., & Co ..
Sophia	do		— Cathcart	Joseph Rotch
Timoleon	do		Charles Starbuck	
Victory	do		— Adams	
William and Eliza ..	do		— Sprague	
<i>Westport, Mass.</i>				
Columbus	Brig		— Seabury	
Industry	do		— Bennett	
<i>Fairhaven, Mass.</i>				
Amazon	Ship		— Adams	
Columbus	do		— Brook	
Herald	do		— Neil	
<i>Sag Harbor, N. Y.</i>				
Andes	Ship			
Argonaut	do		— Sayre	
Fair Helen	do		do	
Gen. Scott	Brig		do	
Hannibal	Ship		— Green	
Marcus	do		— Sayre	
Octavia	do		— Griffin	
Ocean	Sloop		— Smith	
Thorn	Ship		— Gardner	
Union	do		— Griffin	
<i>New London, Conn.</i>				
Com. Perry	Ship		— Davis	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrivals.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean	Dec. 20	.....	Bbls.	Bbls.	Lbs.	.....
.....do	Feb. 21	Apr. 11, 1825	1,087	.....	.....	Took a full cargo (1,816 sperm); sprung a leak off Cape Horn and threw overboard 800 barrels. Put into Rio Janeiro and was condemned; balance of oil shipped home.
Brazil	June 23	May 21, 1824	.....	1,500	.....	Sold to New Bedford 1825.
Pacific Ocean	Aug. 5	Aug. 7, 1826	1,875	.....	.....	Broken up 1824.
Brazil	Aug. 8	Mar. 17, 1825	.....	1,100	.....	Lost on Eel Point, Nantucket, 1825.
Pacific Ocean	Nov. 25	July 23, 1826	1,766	456	.....	.....
.....do	Aug. 12	Nov. 9, 1825	2,160	116	.....	Built 1823, at Rochester.
.....do	Oct. 2	Mar. 10, 1826	1,854	.....	.....	.....
.....do	June 5	Oct. 28, 1825	3,120	.....	.....	Built 1823.
Brazil	Aug. 21	May 14, 1824	54	1,427	.....	.....
.....do	June 2	.....	.....	.....	.....	.....
.....do	June 10	Apr. 10, 1824	.....	1,600	.....	.....
.....do	.....	July 28, 1824	.....	1,600	.....	Of Havre.
Pacific Ocean	Dec. 30	.....	.....	.....	.....	.....
Brazil	Aug. 27	Apr. 11, 1824	.....	1,900	.....	.....
.....do	July —	May 29, 1824	.....	Full.	.....	.....
.....do	July —	.....	.....	.....	.....	.....
Cape de Verdes	Aug. 27	.....	.....	.....	.....	.....
Brazil	Dec. 14	.....	.....	.....	.....	.....
.....do	June —	June 6, 1824	.....	1,000	.....	.....
.....do	.....	Apr. 25, 1824	.....	2,500	.....	.....
South Seas	.....	Apr. —	.....	.....	.....	Last reported with 2,000 whale.
Brazil	May 29	Apr. 23, 1824	.....	1,900	.....	.....
.....do	.....	Apr. 25, 1824	.....	1,700	.....	.....
.....do	July 26	July 25, 1824	.....	2,200	.....	.....
.....do	Aug. 1	June 4, 1824	.....	2,000	.....	.....
.....do	May —	May 21, 1824	.....	2,000	.....	.....
.....do	.....	May 18, 1824	.....	1,500	.....	.....
.....do	June 23	Aug. 27, 1824	.....	.....	.....	.....
Cape de Verdes	.....	Dec. 14, 1823	280	.....	.....	.....
Africa	Sept. 3	.....	.....	.....	.....	.....
South Seas	June —	Mar. 22, 1824	.....	2,200	.....	.....
Brazil	Dec. 14	Apr. 10, 1825	126	1,380	.....	.....
.....do	June —	May 10, 1824	.....	2,519	9,314	.....
.....do	July —	June 6, 1824	.....	1,150	.....	.....
Pacific Ocean	Jan. 8	Aug. 6, 1825	2,200	.....	.....	.....
Mexico	Oct. 20	.....	.....	.....	.....	.....
Africa	.....	Nov. 11, 1824	230	.....	.....	.....
Brazil	.....	May 2, 1824	.....	2,000	.....	.....
.....do	July 20	May 14, 1824	.....	Full.	.....	.....
Patagonia	.....	May 22, 1824	.....	1,300	.....	.....
Brazil	June 3	Apr. 30, 1824	156	1,450	.....	.....
.....do	May 31	.....	.....	.....	.....	.....
.....do	May 31	May 31, 1824	50	350	.....	Sold a large part of her cargo, and returned with coffee, sugar, and specie.
Pacific Ocean	.....	Jan. 29, 1825	1,800	.....	.....	Brought home some bone.
Patagonia	.....	June 5, 1825	.....	1,700	.....	Lost her mast off Sandy Hook; was towed into New York.
Atlantic
Brazil	May 31, 1824	1,400
.....do	May 31
.....do	July 9	Apr. 25, 1824	44	1,504	12,000

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1823.				
<i>New London, Conn.—Continued.</i>				
Jones	Ship	.....	R. Smith .....	.....
Pizarro	Brig	.....	— Rice .....	.....
Thames	do	.....	— Young .....	.....
<i>Provincetown, Mass.</i>				
Ardent	Brig	.....	— Soper .....	.....
Four Brothers	Schooner	.....	.....	.....
Sophronia	do	.....	.....	.....
<i>Boston, Mass.</i>				
Onalow	Brig	.....	— Holmes .....	.....
<i>Newport, R. I.</i>				
Atlas	Ship	.....	Abraham Gardner	Caleb Greene
<i>Providence, R. I.</i>				
Hampton	Sloop	.....	— Smith .....	.....
Neptune	Brig	.....	.....	.....
<i>New York, N. Y.</i>				
Diana	Ship	.....	Aaron Faddock .....	.....
<i>Edgartown, Mass.</i>				
Apollo	Ship	.....	.....	.....
Loan	do	.....	— Tilton .....	.....
1824.				
<i>Nantucket, Mass.</i>				
Alexander	Ship	421	Samuel Bunker .....	.....
Barclay	do	301	Peter Coffin	Griffin Barney
Criterion	do	229	Alvan Ewer .....	.....
Constitution	do	318	Isaac Chase .....	.....
Hycso	do	290	Reuben Coffin .....	.....
Hero	do	313	Nathaniel Fitzgerald .....	.....
John Adams	do	296	Daniel Folger .....	.....
Lima	do	286	Abraham Swain	Chris. Mitchell & Co
Loper	do	316	Obed Starbuck	J. & L. Starbuck
North America	do	351	Franklin Chase	Val. Hussey & Bro
Oeno	do	398	Samuel Riddell .....	.....
Ontario	do	354	Alex. D. Bunker	S. Mitchell & Bro
Ploughboy	do	391	William Chadwick .....	.....
Pern	do	237	Samuel Joy .....	.....
Planter	do	340	Clement Norton .....	.....
Sea Lion	do	307	Alexander Russell	John B. Macy
Spartan	do	333	Prince B. Mooers .....	.....
South America	do	397	Job Coffin .....	.....
Thomas 2d	do	205	Frederick Swain .....	.....
<i>New Bedford, Mass.</i>				
Ann Alexander	Ship	.....	— Brown .....	.....
Barclay	do	.....	— Coffin	Wm. R. Rotch & Co
Balæna	do	.....	— Russel	J. & J. Howland
Com. Rodgers	do	.....	— Wilcox .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
	June 15	Apr. 11, 1824	Bbls.	Bbls.	Lbs.	
	July 13	June 23, 1824	.....	1,826	.....
		—, 1824	.....	1,011	4,656	
				653	2,379	
Africa						Wrecked at sea; Captain Soper and four men survived.
Africa	Jan. —	Feb. 8, 1824	160			
Brazil	Jan. 16	May 31, 1824		1,450		
Atlantic						Fell in with sloop Ocean, of Sag Harbor, dismasted, and towed her into New York.
Pacific Ocean		—, 1824				Captain Paddock was drowned in March, 1824.
Pacific Ocean		Dec. 26, 1825	Full			Last reported with 1,250 sperm.
do						Last reported with 1,650 sperm.
Pacific Ocean	July 24	June 17, 1827	2,643			
Brazil	June 14	Apr. 29, 1825	160	1,000		
Pacific Ocean	July 4	Aug. 8, 1826	1,428			Captain Ewer was killed while cutting in the last whale.
do	July 24	May 15, 1826	2,017			
do	Nov. 15					
do	Nov. 22	Apr. 16, 1827	2,222			Lost on Huakeine Island, 1825 or 1826.
do	June 30	May 25, 1827	1,617			
do	July 11	Apr. 26, 1827	1,477			
do	Dec. 7	Oct. 19, 1826	2,000			
do	Sept. 3	Nov. —, 1827	2,080	236		Captain Chase died, outward bound. Sold 1828.
do	Nov. 4					Lost on Feejee Islands, 182—; crew all murdered by the natives, except William S. Cary, who escaped after several years' imprisonment among them.
do	Sept. 1	Mar. 12, 1827	2,250			
do	Sept. 17	Mar. 3, 1827	2,615			
do	Sept. 17	Dec. 11, 1827	1,331	84		
Brazil	Nov. 22	—, 1825		1,400		
do	Aug. 8	Aug. 12, 1825		1,084		Ensign Rogers, second mate, taken out of boat by a line. Sold to Buenos Ayres, 1825.
Pacific Ocean	Nov. 22	Jan. 14, 1827	2,116			
Brazil	Nov. 22					Sold her oil at Pernambuco; took freight to New York; was lost on Long Island Sound on her way thence to Nantucket, 1825.
do	June 25	Aug. 8, 1825		1,000		Sold, 1825.
Brazil	June 6	June 21, 1825	100	1,550		
Pacific Ocean		Apr. 19, 1827	2,000			
do		Dec. 3, 1827	2,000			
Brazil		July —, 1825		1,700		

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.	
1824.					
New Bedford, Mass.—Continued.					
Charles	Ship	.....	Brayton	J. A. Parker
Dragon	Brig	.....	Shearman	
Elizabeth	do	.....	Blackmer	
Francis	Ship	.....	Padlock	G. Howland
George and Martha	do	.....	Randall	
George and Susan	do	.....	Upham	
Good Return	do	.....	Terry	T. S. & N. Hathaway
Independence	do	.....	Itay	
Indian Chief	Brig	.....	Hathaway	
Martha	do	.....	Reed	Seth Russell & Sons
Minerva	Brig	.....	Gifford	Cornelius Grinnell
Milwood	Ship	.....	Burgess	S. Russell & Sons
Minerva Smyth	do	.....	Daniel McKenzie	I. Howland, jr., & Co
Midas	do	.....	Spooner	S. Russell & Sons
Pacific	do	.....	Potter	
Phoenix	do	.....	Stetson	
Parnasso	do	.....	Covell	Andrew Robeson
President	Brig	.....	Tilton	
Roscoe	Ship	.....	Worth	
Richmond	do	.....	Charles Covell	I. Howland, jr., & Co
Russell	do	.....	Coleman	T. S. & N. Hathaway
Swift	do	.....	Allen	
Triton	Ship	.....	James Swain	I. Howland, jr., & Co
Timoleon	do	.....	Charles Starbuck	I. Howland, jr., & Co
Victory	do	.....	Taber	W. R. Rotch & Co
William Rotch	do	.....	Adams	
Winslow	do	.....	Clark	
Wilmington and Liverpool Packet	do	.....	Briggs	Charles W. Morgan
Edgartown, Mass.					
Apollo	Ship	.....	Daggett	John A. Parker
Almira	do	.....	Osborne	
Fairhaven, Mass.					
Amazon	Ship	.....	Adams	Thomas Hazard
Columbus	do	.....	Brock	
Plymouth, Mass.					
Mayflower	Ship	.....	Harris	Commercial Bank
New London, Conn.					
Com. Perry	Ship	270	I. Smith	George Drow	
Jones	do	338	R. Smith		
Neptune	do	225	Coit		
Stonington	do	351	Gardiner		
Sag Harbor, N. Y.					
Argonaut	Ship	.....	Howland	Thomas Hazard
Fair Helen	do	.....	.....
Hannibal	do	.....	.....	George Drow
Octavia	do	.....	.....
Thorn	do	.....	.....
Union	do	.....	Sayre	Commercial Bank
New York, N. Y.					
Dawn	Ship	.....	Gardner	Thomas Hazard
Diana	do	.....	George Drow	
Perth Amboy, N. Y.					
Susquehannah	Ship	.....	Joy	Commercial Bank

*It will be observed that it is only occasionally that the "take" of bone is given; generally in these agents. For several years the price of this article was so low that many masters would not encumber

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean		July 2, 1827	1,900			
Brazil		May 19, 1826	350	650		
Cape de Verdes		Apr. 5, 1825				
Pacific Ocean	May 4					Reported June, 1823, with 1,600 sperm.
Brazil		June 2, 1825	150	2,150	13,000	
Pacific Ocean		Feb. 8, 1827	2,200			
Brazil	Oct. —	June 27, 1825		2,400		
Pacific Ocean		Dec. 2, 1827	2,200			
Coast of Africa						Last reported 310 sperm.
Brazil		May 27, 1825		1,900		
Cape de Verdes		Sept. 4, 1825	800			
Brazil	June 26	May 9, 1825		Full		Last reported 1,500 whale.
Pacific Ocean		Apr. 3, 1827	2,070			
Brazil	July 30	Apr. 23, 1825		2,300		
Pacific Ocean	Aug. —	Mar. 9, 1827	2,400			Returned in October, damaged by a gale.
Brazil		Aug. 6, 1827	3,000			
Pacific Ocean	June 25	June 9, 1825		1,650		
Africa		Apr. 5, 1825	Full			
Pacific Ocean		Feb. 10, 1827	2,200			
Brazil	June 6	Apr. 11, 1825	330	1,750	*10487	
Pacific Ocean		Dec. —, 1827				Last reported with 2,150 sperm.
do		Feb. 13, 1827	2,000			The ship sailed under command of Capt. John Pinkham, who, with two of this crew, was killed by a whale in August, 1824. The voyage was continued under Mr. Allen.
Brazil		June 27, 1825	222	1,465	5,418	
do	July —	June 27, 1825	72	1,862	8,288	
do	July 30	—, 1825				Captain Starbuck died on the voyage.
Pacific Ocean	Dec. 1	Feb. —, 1827	1,950			Last reported May 25, 1824, 1,500 whale.
do		Apr. 12, 1825	1,350			
do	Dec. 1	Mar. 8, 1827	2,700			
Pacific Ocean	Dec. 7	Mar. 31, 1827	Full			
do	Sept. 13	Dec. 14, 1826	2,300			
Brazil	June 27					Last reported 1,600 whale.
do		May 8, 1825		Full		
Pacific Ocean	Dec. 10	May 27, 1827	2,300			
South Seas	July 1	May 11, 1825	53	1,767		
do	June 27	May 1, 1825	69	2,141		
do	June 7	June 22, 1825		1,575		
Pacific Ocean	Sept. 9	Feb. 15, 1827	2,093			
Brazil		June —, 1825		1,700		Last reported 1,100 whale.
do		June 22, 1825		2,060		
do						Last reported 1,800 whale.
do		June 6, 1825		2,000		Last reported 1,400 whale.
Pacific Ocean		Aug. 31, 1827	2,300			
do	Nov. —					Lost on Peru, December 1, 1827. Captain Drew died at sea July 2, 1828.
do	Mar. 13	Sept. —, 1825				

early times no report of bone occurs in the papers, and the record is obtained through the courtesy of their ships with it.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1824.				
<i>Philadelphia, Pa.</i>				
George and Albert	Ship .....	.....	.....	.....
<i>Newport, R. I.</i>				
Atlas	Ship .....	.....	— Gardner	Caleb Greene
Frederick Augustus	do .....	.....	Joseph Earl	Whitton & Ruggles
<i>Westport, Mass.</i>				
Almy	Brig .....	.....	— Mahew .....	.....
1825.				
<i>Nantucket, Mass.</i>				
Atlantic	Ship	321	John J. Gardner .....	.....
Barclay	do	301	Peter Coffin .....	.....
Cyrus	do	328	David Harris .....	.....
Eagle	do	335	Benj. A. Colcman	Simeon Starbuck
Foster	do	317	Edy Coffin	Paul Mitchell & Sons
Franklin	do	309	Thaddens Coffin .....	.....
George	do	359	Charles Lawrence .....	.....
Ganges	do	265	Joshua Coffin	Gideon Gardner
Globe	do	293	Reuben Swain, 2d .....	.....
Golden Farmer	do	294	George Joy .....	.....
Harvest	do	360	Richard Macy	V. Hussey & P. H. Folger
Independence	do	352	William Plasket .....	.....
John Jay	do	217	Alexander Drew .....	.....
Japan	do	332	Shubael Chase	Paul Mitchell & Sons
Kingston	do	312	Alexander Perry .....	.....
Lydia	do	325	David Swain, 2d	Zenas Coffin
Maria	do	365	George W. Gardner .....	.....
Maro	do	315	Barzillai Swain .....	.....
Ocean	do	349	Timothy Fitzgerald .....	.....
Peruvian	do	334	Alexander Macy .....	.....
President	do	293	Henry Winslow .....	.....
Planter	do	340	Henry Bunker .....	.....
Paragon	do	309	David N. Edwards .....	.....
Rambler	do	318	William Worth, 2d	Aaron Mitchell
Sarah Porter	Sloop .....	.....	{ — Cathcart	{
Weymouth	Ship	329	{ — McCleave	{
Washington	do	308	Moses Harris .....	.....
.....	do .....	.....	George Kelley .....	.....
<i>Falmouth, Mass.</i>				
Pocahontas	Ship	350	Frederick Chase	Elijah Swift
<i>New Bedford, Mass.</i>				
Ann Alexander	Ship	211	— Hullman .....	.....
Amazon	Brig .....	.....	— T Itou .....	.....
America	do .....	.....	do .....	.....
Abigail	Ship .....	.....	— Potter	Benjamin Rodman
Baldona	do .....	.....	— Russell	J. & J. Howland
Com. Decatur	do	247	— Wood	do
Com. Rodgers	do .....	.....	— Nye	William C. Nye
Canton	do	408	.....	.....
Gulconda	do .....	.....	— Brook	George Howland
George and Martha	do	275	— Covell .....	.....
Heaper	do	247	— Smith	Peter Barney
Iris	do .....	.....	— Weeks .....	.....
Independence	do .....	.....	— Perry	T. S. & N. Hathaway
Lyra	do .....	.....	— Joy	J. & J. Howland
Maria Theresa	do .....	.....	— Tobey	S. & C. Russell
Martha	do	271	Sheffield Reed	S. Russell & Sons
Mercury	do .....	.....	William Austin	I. Howland, jr., & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Brazil	July —	.....	.....	.....	.....	Probably a Havre ship. Reported, 1825, as of Philadelphia, with 1,400 barrels whale.
Brazil .....	.....	May 17, 1825	.....	Full.	.....	Last reported with 1,800 whale.
Pacific Ocean ..	.....	Dec. 11, 1826	2,000	.....	.....	Second Mate Robert Collins and boat's crew lost while fast to a whale, January 18, 1825.
Mexico .....	.....	July 17, 1825	200	.....	.....
Pacific Ocean ..	June 27	Mar. 21, 1828	2,165	.....	.....
Brazil	July 2	June 17, 1826	.....	1,940	.....
Pacific Ocean ..	July 9	June 2, 1828	2,037	.....	.....
do	Dec. 5	May 14, 1828	2,269	.....	.....
do	June 7	Oct. 16, 1827	2,291	39	.....	Partly sheathed with leather.
do	July 17	Nov. 17, 1827	2,037	12	.....	Built at Duxbury, 1825.
do	June 10	Dec. 13, 1827	1,562	69	.....
do	June 16	Nov. 20, 1827	1,665	.....	.....	Partly sheathed with leather.
do	June 13	May —, 1828	2,105	.....	.....	Sold out and went to Buenos Ayres, 1828; broken up there.
do	Aug. 14	Apr. 4, 1828	1,625	.....	.....
do	Oct. 7	May 8, 1828	2,158	.....	.....	Built, 1825, at Middletown, Conn.
do	Oct. 30	Aug. 8, 1828	1,850	.....	.....
do	Dec. 3	Mar. 21, 1828	910	.....	.....	Lost mate; second mate died of injuries received from the captain.
do	Dec. 20	Mar. 18, 1829	2,134	.....	.....
do	June 7	Mar. 11, 1828	2,117	.....	.....	Partly sheathed with leather.
do	Sept. 28	Aug. 13, 1828	2,281	88	.....
do	July 17	June 2, 1828	2,269	.....	.....
do	Aug. 4	Feb. 22, 1828	2,437	.....	.....	John Hackleton, second mate, killed by a whale, 1826.
do	Aug. 2	May 18, 1828	1,807	.....	.....
do	June 8	Dec. 14, 1827	2,285	.....	.....	Lost first mate, Paul Bunker.
do	June 27	Apr. 22, 1828	1,597	.....	.....
do	Sept. 30	Mar. 21, 1828	2,322	.....	.....
do	Nov. 16	.....	.....	.....	.....	Sunk at sea a few days after leaving Oahu, 1828; crew taken off by the Rosalie, of Newport; had 2,100 sperm.
do	July 18	Nov. 20, 1828	1,875	.....	.....
Shoals .....	.....	Aug. 19, 1825	.....	25	.....
do	Sept. 6	Sept. 10, 1825	.....	.....	.....
Pacific Ocean ..	July 10	July 6, 1825	2,045	.....	.....
do	July 17	Apr. 5, 1825	2,027	.....	.....	Lost first mate, David Starbuck.
do	May —	—, 1827	2,100	.....	.....
Brazil	Aug. —	—, 1826	.....	.....	.....
Africa	June 19	.....	.....	.....	.....
Atlantic	July 27	Sept. —, 1826	.....	700	.....	Disasted in a gale, Sept. 7, 1826.
Pacific Ocean ..	Dec. 19	Dec. 13, 1828	Full.	.....	.....
do	Oct. 30	Dec. 3, 1827	2,000	.....	.....
South Seas	June 22	Feb. 12, 1829	1,300	.....	.....
Pacific Ocean ..	Sept. —	Mar. 21, 1828	2,000	.....	.....
do .....	.....	—, 1829	.....	.....	.....	Last reported with 2,100 sperm.
do	May —	Apr. 26, 1827	2,000	.....	.....
Brazil	July —	—, 1826	.....	.....	.....
Pacific Ocean ..	Sept. —	July 9, 1826	350	200	.....
do	June —	Jan. 17, 1828	2,000	.....	.....
do	July —	Nov. 30, 1827	2,200	.....	.....
do .....	.....	Apr. 16, 1825	2,200	.....	.....
do	Jan. 3	May 5, 1823	1,700	Captain Taber died April, 1825; Tobey took command.
Brazil	June 2, 1826	1,900	
Pacific Ocean ..	May —	Dec. 30, 1827	2,485	

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Table showing returns of whaling.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1895.				
<i>New Bedford, Mass.—Continued.</i>				
Milwood	Ship	253	— Sampson	S. Russell & Sons
Missouri	do	—	— Whitfield	—
Minerva	Brig	—	— Gifford	Cornelius Grinnell
Maria	Ship	202	— Joy	Samuel Rodman
Midas	Ship	326	— Lawrence	John A. Parker
Mercator	do	—	— Covell	—
Parnasso	do	236	— Barnard	G. Grinnell, Jr.
Persia	do	—	— Stetson	—
Phoenix	do	—	— Johnson	J. A. Hawes
Pocahontas	Brig	—	— Chase	—
Pocahontas	Ship	—	— Abraham Gardner	I. Howland, Jr., & Co.
Richmond	do	—	— Ivory C. Albert	do
Triton	do	238	— Taber	—
Victory	do	—	— Chase	—
Winslow	do	—	—	—
Wilmington and Liverpool Packet	do	—	—	—
<i>Fairhaven, Mass.</i>				
Amazon	Ship	—	— Whittens	—
Charleston Packet	Brig	—	Jabez Delano	W. Delano
Herald	Ship	—	— Burtch	—
Pindus	do	—	— Neul	—
Stanton	do	—	—	—
<i>Edgartown, Mass.</i>				
John	Ship	—	— Daggett	—
Loan	do	—	— Daggett	—
President	Brig	—	— Pease	—
<i>Warren, R. I.</i>				
Rosalie	Ship	—	— Gardner	—
<i>Sag Harbor, N. Y.</i>				
Fair Helen	Ship	—	— Howell	—
Hannibal	do	—	— Green	—
Marcus	do	—	— Sayre	—
Octavia	do	—	— Griffin	—
Union	do	—	— Griffin	—
<i>New London, Conn.</i>				
Connecticut	Ship	—	— Chester	—
Com. Perry	do	—	I. Smith	—
Jones	do	—	R. Smith	—
Neptune	do	—	C. Holmes	—
<i>Dartmouth, Mass.</i>				
By Chance	Brig	—	— Chase	—
<i>Westport, Mass.</i>				
Industry	Brig	—	— Parker	B. Rodman
President	Brig	—	— Tilton	D. Coffin
<i>Boston, Mass.</i>				
Hope	Ship	—	—	—
<i>Newport, R. I.</i>				
Alliance	Ship	—	James C. Swain	Clarke & Bush
<i>Plymouth, Mass.</i>				
Fortune	Ship	—	— Swain	—

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Brazil		June 7, 1826	Bbls.	Bbls.	Lbs.	
do	July —		1	1,800		
Africa		Apr. 14, 1827	800			
Pacific Ocean	Sept. —	Mar. 21, 1828	1,300			This is the "old" Maria which has already performed (1826) four voyages to London, three to Brazil Banks, one to Indian Ocean, one to Falkland Islands, and fifteen to the Pacific since 1783.
Pacific Ocean	Nov. 17	Mar. 21, 1828	1,700			
Brazil	Aug. —					
South Seas	Aug. —	Mar. 7, 1828	1,900			Captain Barnard was left at Oahu sick. Last reported with 1,200 sperm.
Pacific Ocean	Jan. 6					
Cape de Verdes		Aug. 21, 1828	670			
Pacific Ocean	Jan. 22					
Brazil	July —	Aug. —, 1828	153	1,870	11,389	
Pacific Ocean	Sept. 1	Aug. 23, 1827	2,062			
South Seas	Aug. —					
do	Aug. —	July 20, 1827		1,400		Reported in 1826 with 1,350 sperm.
Pacific Ocean						
South Seas	Aug. —					
Guinea	May 19	Aug. 25, 1826	450			
Brazil	June 6					
do	June —					Last reported with 1,400 sperm.
Pacific Ocean						
do	Sept. —	Oct. 6, 1828	2,100			
do						
Guinea	May 26	June 1, 1826	400			
Pacific Ocean		Apr. 22, 1828	2,211			
Brazil	Aug. —	June 25, 1826		1,585	9,000	
do	Aug. —					
South Seas	Aug. —					
Brazil	Aug. —	May —, 1826		400		
do		May —, 1826		600		
Pacific Ocean	June 29	May 26, 1827	2,110	54		
do	July 24	June 30, 1827	1,731			
Brazil	June 29	May 14, 1826	60	2,107		
do	July 24	May 28, 1826	28	697		
Africa		Sept. 16, 1826	350			
C. de Verdes	Aug. 29	Oct. 19, 1826	340			
Africa		May 1, 1826	590			
Pacific Ocean	Jan. —	June 11, 1828	2,300			Six of the crew died on the voyage.
do	Dec. 31	Mar. 12, 1829	Full			

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1826.				
<i>Nantucket, Mass.</i>				
Barclay	Ship	301	Joseph Barney	
Constitution	do	311	Isaac Chase	
Clarkson	do	380	Joseph Allen	
Congress	do	339	Benjamin Worth, 2d	Philip H. Folger
Dauphin	do	273	Benjamin F. Hussey	Gilbert Coffin & Sons
Enterprise	do	413	Obed Swain	do
Independence	do	311	William Whippley	
John Adams	do	286	Seth Cathcart	
Martha	do	273	Benj. Gardner	
Otter	Brig	165	Robt S. Cathcart	
Orion	do	354	Alfred Alley	T. Hussey & Sons
Omega	do	363	Allen Tilton	
Phoebe	do	379	Micajah Swain	Chris. Mitchell & Co
Pacific	do	314	David Baker	Paul Mitchell & Sons
Phenix	do	323	William Fitzgerald	
Rose	do	350	Shubael Cottle	
Reaper	do	338	Benjamin F. Coffin	Paul Gardner & Sons
Swift	do	434	Jona. Swain, 2d	
Susan	do	349	Frederick Swain	Aaron Mitchell
Statira	do	346	Peter Coffin	
<i>New Bedford, Mass.</i>				
Ann Alexander	Ship	211	Walter Hillman	George Howland
America	Brig	149	Ebenezer Hathaway	T. S. & N. Hathaway
Canton	Ship	40	Isalah Burgess	
Columbus	do		Brook	Samuel Rodman
Equator	do	262	Stephen Howland, jr.	I. Howland, jr., & Co
Emily	Brig	87	Leonard West	Coombs & Crocker
Elizabeth	Brig	83	Lloyd Covell	David Coffin
George and Martha	Ship	275	Caleb Kempton	
Hector	do	380	Clement Norton	
Hydaspe	do	312	George Ramadell	John C. Haskell
Hope	do	318	Esra Smith, jr	George Howland
Hesper	do	247	Henry Pease	Charles W. Morgan
Juno	Brig	163	William Hussey	J. A. Parker
Logan	Ship	302	Reuben F. Coffin	
Milwood	do	253	Ellis C. Eldridge	Seth Russell & Sons
Martha	do	271	Sheffield Read	do
Midas	do	326	Joseph Spooner	J. Coggeshall, jr.
Missouri	do	370	Moses Samson	
Parnasso	do	236	Hiram Covell	
Phoebe Ann	do	210	Joseph Barnard	
Richmond	do	291	Abraham Gardner	I. Howland, jr., & Co
Sophia	do	295	Reuben Creasy	Joseph Rotch
Sally Anne	do	311	Clement P. Covell	D. R. Greene
Timoleon	do	346	Latham Cross	I. Howland, jr., & Co
Victory	do	268	Obed Cathcart	J. A. Parker
William and Eliza	do	321	George Crocker	Joseph Rotch
Young Phoenix	do	376	Simeon Price	John A. Parker
<i>Fairhaven, Mass.</i>				
Amazon	Ship	318	Martin Bowen	
Charleston Packet	Brig	144	Jabez Delano, jr	Warren Delano
Herald	Ship	265	James Wood	
Leonidas	do	243	Barzillai S. Adams	
Oregon	do		Bunker	Asa Swift
Pindus	do	193	Peter M. Coffin	
Quito	Brig	136	Burtoth	
<i>Dartmouth, Mass.</i>				
By Chance	Brig	107	John E. Coggeshall	P. Gray
William Thacher	do	147	David Collins	William T. Hawes
<i>New London, Conn.</i>				
Ann Maria	Ship	368	R. Smith	
Jones	do	336	David	
Neptune	do	285	C. Holme	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean	Sept. 29	Nov. 19, 1829	<i>Bbls.</i> 1,600	<i>Bbls.</i> 115	<i>Lbs.</i>	Captain Chase would not go around Cape Horn. Went to the "Banks" and returned, accusing his crew of mutiny. Built 1826. Built at Mattapoisett, 1823.
....do	Aug. 1	Apr. 13, 1827	....	601	....
....do	Sept. 29	June 14, 1830	2,806	....	....
....do	Sept. 29	May 2, 1829	2,507	....	....
....do	July 10	Mar. 14, 1829	1,517	....	....
....do	Aug. 1	Mar. 7, 1829	2,900	....	....
....do	Nov. 8	May 19, 1829	2,044	....	....
....do	Sept. 30	Oct. 15, 1828	1,354	....	....
....do	Jan. 13	Apr. 22, 1828	1,843	....	....
Africa	June 27	Aug. 20, 1827	400	....	....
Pacific Ocean	Aug. 24	June 15, 1829	2,627	Built 1826. Built 1826, at Rochester. Built 1826.
....do	Aug. 28	Dec. 28, 1829	2,189	40	....
....do	Sept. 6	Feb. 4, 1830	2,597	....	....
....do	Nov. 4	Mar. 8, 1829	2,182	....	....
....do	Dec. 27	June 22, 1829	2,234	An excellent voyage. Built 1826 at Rochester. Built 1826. Third mate died 1827.
....do	June 4	Mar. 30, 1828	2,261	....	....
....do	Nov. 8	June 23, 1829	1,985	....	....
....do	Jan. 6	Apr. 21, 1828	2,247	....	....
....do	Aug. 21	Oct. 27, 1829	2,582	121	....
....do	Sept. 6	June 9, 1829	2,526	....	....
....do	Sept. 6	June 9, 1829	2,526	....	....
Brazil	July 25	June 21, 1827	1,650	Bought from Nantucket 1826.
Atlantic	Nov. 18	May 4, 1828	400	....	....
Brazil	May 12	June 29, 1827	....	2,500	20,000
Pacific Ocean	....	Jan. 7, 1829	Full	....	....
Atlantic	June 12	Apr. 22, 1828	333	766	5,142	
....do	Aug. 9	Dec. 24, 1827	120	....	....
Africa	Aug. 26	Aug. 4, 1827	250	....	....
Brazil	July 18	...., 1827	....	....	....
Pacific Ocean	Aug. 18	Apr. 13, 1829	2,512	....	....
Brazil	June 3	Apr. 25, 1827	120	1,350	13,000	
Pacific Ocean	June 29	May 11, 1829	Full	Bought from Nantucket 1825.
....do	Aug. 19	July 7, 1828	1,100	....	....
Atlantic	June 10	Oct. 29, 1827	150	Cleared first for Rotterdam, thence for whaling.
....do	Dec. 7	....	....	....	....
Brazil	July 6	May 26, 1827	170	1,630	Sold 2,600 whale at Rio Janeiro.
....do	July 19	May 27, 1827	....	1,900	....
....do	July 27	June 21, 1827	....	2,100	....
Pacific Ocean	Sept. 16	....	....	....	....
Brazil	July 24	June 2, 1828	350	1,900	....
Pacific Ocean	Oct. 9	June 15, 1829	1,400	....	....
Patagonia	June 22	June 25, 1827	....	1,756	14,782
Pacific Ocean	Feb. 4	Apr. 18, 1829	1,900	....	....
Brazil	May 6	June 18, 1827	....	1,600	....
....do	May 20	June 19, 1828	231	....	....
Pacific Ocean	Sept. 22	July 9, 1829	1,930	Had 1,300 whale at last report.
....do	May 12	Nov. 16, 1828	2,400	....	....
....do	Nov. 14	Dec. 26, 1829	3,000	....	....
....do	Nov. 14	Dec. 26, 1829	3,000	....	....
Brazil	July 29	July 1, 1827	2,250	Lost third mate.
Guinea	Dec. 30	June 20, 1828	500	....	....
Brazil	July 31	....	....	....	....
....do	June 24	Aug. 4, 1827	....	1,650	....
Pacific Ocean	May 31, 1829	1,900	Lost third mate.
....do	Sept. 15	Nov. 20, 1829	1,150	50	....
Atlantic	Sept. —	Sept. 13, 1827	270	
Africa	Oct. 14	Mar. 30, 1828	160	....	....
South Seas	July 27	May 24, 1827	450	
Brazil	Dec. 11	Apr. 22, 1828	63	2,258	
South America	June 29	May 27, 1827	140	1,667	
....do	July 2	Apr. 28, 1827	82	1,634	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1826.				
<i>Sag Harbor, N. Y.</i>				
Argonaut	Ship .....	.....	Griffin .....	.....
Fair Helen	do .....	.....	.....	.....
Hannibal	do .....	.....	Green .....	.....
Marcus	do .....	.....	Sayre .....	.....
Thomas	do .....	.....	Cooper .....	.....
Thorn	do .....	.....	Howell .....	.....
Union	do .....	.....	Griffin .....	.....
<i>New York, N. Y.</i>				
Atlas	Ship	260	Townsend .....	.....
Diana	do .....	.....	Russell .....	.....
<i>Westport, Mass.</i>				
Almy	Brig	91	Jonathan Mayhew .....	.....
President	do	132	Samuel Tilton, Jr. ....	.....
Polly and Eliza	do	111	Job Davis .....	.....
<i>Rochester, Mass.</i>				
Magnolia	Schooner	92	Randall .....	.....
<i>Boston, Mass.</i>				
Beverly	Ship	496	Moore .....	.....
Telemachus	do .....	.....	Atkins .....	.....
<i>Edgartown, Mass.</i>				
Resident	Brig .....	.....	.....	.....
Rising Sun	Schooner .....	.....	.....	.....
1827.				
<i>Nantucket, Mass.</i>				
Alexander	Ship	421	Samuel Bunker .....	.....
Aurora	do	346	Frederick B. Chase .....	.....
Ann	do	361	Prince B. Mooers .....	.....
Constitution	do	312	Alexander Coffin .....	.....
Diana	Brig .....	.....	.....	.....
Edward	do .....	.....	Coleman .....	.....
Hero	Ship	312	George Alley	L. & J. Starbuck
Iris	Sloop .....	.....	Luce .....	.....
Johh Adams	Ship	296	George Clark	Silvanus Ewer
Loper	do	316	Obed Starbuck	L. & J. Starbuck
Lima	do	287	Charles G. Andrews .....	.....
Lydia	do	325	Peter F. Chase .....	.....
Mary Mitchell	do	354	Timothy Upham	Aaron Mitchell
Otter	Brig	165	Robert S. Cathcart .....	.....
Ontario	Ship	354	John G. Coffin .....	.....
Ploughboy	do	391	Nathan Chase .....	.....
Rapid	Sloop .....	.....	Myrick .....	.....
Sarah	Ship	495	Frederick Arthur .....	.....
Spartan	do	333	William Pitman	P & B. Gardner
William	Schooner .....	.....	Whitcus .....	.....
Zone	do	365	Alex. D. Bunker	S. & J. Mitchell
<i>New Bedford, Mass.</i>				
Ann Alexander	Ship	211	Walter Hillman	George Howland
Ann	do	361	Prince B. Mooers .....	.....
Barclay	do	241	Samuel Barrett .....	.....
Columbus	Brig	152	Nehemiah West	P. Gray
Citrus	Ship	191	George Almy .....	.....
Com. Decatur	do	247	Daniel Wood	J. & J. Howland

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean		June 27, 1827		1,250		
Patagonia	July 22	July —, 1827	50	1,150		
do		June 26, 1827		1,680		
Brazil	June 25	June 22, 1827		1,450		
do	July 22	May —, 1827		1,900		
Patagonia	July 22	July —, 1827		1,250		Reported February 5, 1827, with 1650 whale.
Brazil	Sept. 10					Sheathed with leather.
Pacific Ocean						Reported lost at Tumbes, 1828.
Cape de Verdes	Sept. 22	July 14, 1827	250			
Atlantic	June 8					
Cape de Verdes	Sept. 9					Wrecked and abandoned at sea September 26, 1828. Crew rescued by an English brig.
Atlantic		Aug. 23, 1827	150	15		
Atlantic	Oct. —					Burned on Brazil, 1828.
						Lost at sea September 26, 1828. Crew rescued by an English brig.
Belleisle	Aug. 21					Sold part of her oil and took freight home.
	May 21					
Pacific Ocean	Sept. 13	Mar. 12, 1831	2,225			
do	Dec. 6	Dec. 22, 1829	2,023			
do	Dec. 13	Mar. 28, 1830	2,663			Built 1827, at Mattapoisett.
do	June 19	Oct. 13, 1830	1,915			
		May 27, 1828	300			
		June 3, 1828		500		
Pacific Ocean	Sept. 18	May 1, 1830	2,353			
Atlantic		Sept. 1, 1827	40			
Brazil	Sept. 18	Mar. 13, 1829		1,517		
Pacific Ocean	June 24	Jan. 10, 1829	2,131			
do	Aug. 8	Nov. 3, 1830	1,420			
do	Oct. 13	Sept. 3, 1830	2,367			
do	Dec. 13	May 1, 1831	2,439			
Africa	Sept. —					Do.
						Took some oil. Went into St. Catharines and was sold.
Brazil	July 23	June 19, 1828		1,100		
Pacific Ocean	June 23	July 15, 1830	2,522			
Atlantic	June 30	Oct. 21, 1827				Between these dates of departure and arrival the Rapid made 7 trips on Nantucket Shoals, taking in all 40 to 50 barrels whale.
Pacific Ocean	May 26	Apr. 19, 1827	3,497			Built 1827. An excellent voyage; the largest quantity of sperm oil ever brought into Nantucket on one voyage.
do	May 30	July 1, 1829	2,324			
Atlantic	June 3	Sept. 14, 1827		Clean		Run into by another vessel and lost boats.
Pacific Ocean	Dec. 13	Feb. 12, 1830	2,614			Built at Rochester 1827; lost first mate, Nicholas Easton.
Brazil	July 17	May 4, 1828		1,600		
Pacific Ocean	Dec. 15					
do	Aug. 18	Oct. 21, 1830	1,852			
Western Is'ds	Apr. 23	Aug. 24, 1828	250			
Pacific Ocean	June 13	Feb. 12, 1829	Full			Cleared for "Bremen and whaling."

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1827.				
<i>New Bedford, Mass.—Continued.</i>				
Canton	Ship	406	Shubael Hawes	
Charles	do	290	David Brayton	
Dwight	Brig	139	Abner P. Norton	
Empire	do	123	Joseph Bates, jr.	
Euphrates	Ship	364	Henry B. Gifford	C. Grinnell, jr.
Eagle	do	336	Isaiah Burgess	
Frances	do	347	Obed Alley	William R. Rotch & Co.
George and Susan	do	287	Edward Gardner	George Howland
George Porter	do	285	Seth Samsen	
Gallates	do	310	Abraham Russell	S. Russell & Sons
Good Return	do	376	Job Terry, jr.	J. Tripp
George and Martha	do	275	Caleb Kempton	John C. Haskell
Golconda	do	330	Gustavus A. Baylies	George Howland
Grand Turk	do	323	Robert Taber	
Hydaspe	Ship	319	Charles Covell	
Hercules	do	334	Moses Samsen	S. Russell & Sons
India	do	366	Isaac S. Maxfield	William T. Russell
Juno	Brig	165	William Hunsay	
Martha	Ship	271	Richard Weedon	
Milwood	do .....	...	Ellis C. Eldridge	
Minerva Smyth	do	335	Daniel McKenzie	I. Howland, jr., & Co
Midas	do	286	Joseph Spooner	John Coggeshall, jr.
Minerva	Brig	195	Cornelius Howland, jr.	
Mary Mitchell	Ship	354	Timothy Upham	
Poashontas	Brig	141	Benjamin Ellis	
Pacific	Ship	384	Stephen N. Potter	S. Russell & Sons
Poashontas	do	341	Charles D. Swift	
Parthian	Brig	119	John J. Parker	Abraham Barker
Roscoe	do	362	George B. Worth	
Richmond	Ship .....	...	Abr. Gardner	I. Howland, jr., & Co
Rodman	do	371	Robert M. Joy	Charles W. Morgan
Swift	do	320	John M. Russell	
Sally Anne	do	312	Clement T. Covell	David R. Greene
Triton	do	300	William Swain	I. Howland, jr., & Co
William Rotch	do	229	Robert Tuckerman	William R. Rotch & Co
Winslow	do	222	Owen Chase	
William Thatcher	Brig	147	David Collins	
Wilmington and Liverpool Packet	Ship	384	John Briggs	
<i>Fairhaven, Mass.</i>				
Amazon	Ship	318	Martin Bowen	Nathan Church
Herald	do	262	J. Wood	Samuel Borden & Co
Leonidas	do	243	Barz. S. Adams	
Mentor	Brig	89	Charles Dyer	L. Wilson & Son
Quito	Brig	138	Stanton Burtch	
<i>Westport, Mass.</i>				
Industry	Brig	94	Owen Wilber	
Mexico	do	130	Job Davis	
Regulator	Schooner .....	...	
<i>Boston, Mass.</i>				
John	Brig .....	...	Alley	
Washington	Schooner	84	John Dickenson	
<i>Rochester, Mass.</i>				
Magnolia	Schooner .....	...	Randall	
Sophronia	do .....	...	
<i>Plymouth, Mass.</i>				
Mayflower	Ship .....	...	Harris	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Brazil	July 28	June 18, 1828	.....	1,500	.....
....do	July 28	June 20, 1828	.....	1,000	.....
Pacific Ocean ..	Sept. 29	May 2, 1829	750	.....	.....
Brazil	Aug. 9	.....	.....	.....	.....
Pacific Ocean ..	Dec. 10	June 5, 1830	2,840	.....	.....
Brazil	Oct. 26	Apr. 25, 1829	.....	1,700	22,000	
Pacific Ocean ..	Jan. 6	Nov. 4, 1828	2,500	.....	.....	Built at Mattapoisett 1826.
....do	Apr. 16	Sept. 17, 1829	Full	.....	.....
Brazil	Apr. 21	June 20, 1828	.....	1,600	.....
....do	June 2	July 6, 1828	280	1,340	.....
....do	June 29	June 8, 1828	.....	2,400	.....
....do	July 11	June 6, 1828	100	2,100	.....
Pacific Ocean ..	July 17	July 13, 1829	2,300	.....	.....
Brazil	Aug. 4	June 20, 1828	.....	800	.....	Phillip Russell, first mate, and one man killed by a whale January 9, 1828; bought from Boston, 1827.
....do	June 15	June 16, 1828	.....	1,300	.....
....do	Aug. 10	July 4, 1828	200	1,300	.....
Pacific Ocean ..	Dec. 21	July 17, 1830	2,561	.....	.....
Africa	Dec. 4	.....	.....	.....	.....
Brazil	July 20	June 18, 1828	.....	1,500	.....
....do	June 29	June 30, 1828	120	1,880	.....
Pacific Ocean ..	Sept. 25	Mar. 12, 1830	2,153	.....	.....
Brazil	Oct. 3	Apr. 18, 1829	120	2,560	.....
Pacific Ocean ..	Nov. 21	June 9, 1830	1,148	.....	.....
....do	Dec. 1	.....	.....	.....	.....
Western Isl- ands	May 7	—, 1828	325	.....	.....
Pacific Ocean ..	May 25	Aug. 4, 1829	2,800	.....	.....
....do	Aug. 15	.....	.....	.....	.....
Western Isl- ands	Apr. 21	June 8, 1828	460	.....	.....
Pacific Ocean ..	June 19	May 5, 1830	2,714	.....	.....
Brazil	July 21	June 19, 1828	10	1,800	12,290	
Pacific Ocean ..	Nov. 20	June 8, 1830	2,675	.....	.....	Built at New Bedford 1827.
....do	May 19	Nov. 20, 1829	2,106	.....	.....
Brazil	July 28	June 7, 1828	30	1,770	.....
....do	Sept. 5	June 7, 1828	80	1,880	14,754	
Pacific Ocean ..	May 19	Apr. 23, 1830	1,571	.....	.....
Brazil	Aug. 15	July 7, 1830	1,906	.....	.....	Returned October 19 damaged by a gale; sailed again 1827.
Africa	June 12	Apr. 22, 1828	250	.....	.....
Pacific Ocean ..	Aug. 25	June 24, 1830	2,830	.....	.....
Brazil	Aug. 21	June 8, 1828	130	1,450	.....
....do	Aug. 8	June 18, 1828	.....	1,600	.....
....do	Aug. 20	June 21, 1828	.....	600	.....
Western Isl- ands	May 9	Oct. 2, 1828	200	.....	.....	Captain Dyer was taken out of his boat by a foul line August 29, 1828.
South Seas	Oct. 17	Oct. 31, 1828	450	.....	.....
West Indies ...	Jan. 16	Sept. 13, 1827	.....	.....	.....	Last reported with 200 sperm.
Guinea	July 21	Aug. —, 1828	320	.....	.....	Last reported with 155 sperm.
....do .....	.....	.....	.....	.....	.....
Brazil .....	.....	.....	.....	.....	.....	Reported early in 1828 with 700 whales.
South Seas ...	Nov. 10	.....	.....	.....	.....	Went sealing and whaling; no report of arrival.
Atlantic	Oct. —	June 2, 1828	.....	.....	.....	Last reported with 300 sperm.
....do .....	.....	.....	.....	.....	.....	Last reported with 120 sperm.
Pacific Ocean ..	Oct. 8	June 5, 1830	2,350	.....	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1827.				
<i>Edgartown, Mass.</i>				
Almira	Ship	..	— Fisher	
Planter	Brig	..		
<i>New York, N. Y.</i>				
Atlas	Ship	..	— Townsend	
Chill	do	..		
<i>Portsmouth, R. I.</i>				
Sarah Atkins	Ship	44	— Kenney	
<i>Bristol, Mass.</i>				
Frances	Brig	..	— Doty	
Leonidas	Ship	..	— Lawton	
<i>Falmouth, Mass.</i>				
Pocahontas	Ship	350	Charles Swift	Elijah Swift
<i>New London, Conn.</i>				
Chelsea	Ship	396	— Davis	
Caledonia	do	445	— Young	
Com. Perry	do	270	L. Allyn	
Connecticut	do	390	— Smith	
Friends	do	403	— Chester	
Jones	do	338	— Davis	
Neptune	do	285	C. Holmes	
Phenix	do	404	J. Smith	
Stonington	do	351	— Gardiner	
Superior	do	405	— Rice	
<i>Newport, R. I.</i>				
Frederick Augustus	Ship	..	Joseph Earl	Whitthorn & Ruggles
Francis	Brig	..		
<i>Sag Harbor, N. Y.</i>				
Andes	Ship	..	— Tupper	
Arabella	do	366	Matthew Sayre	S. & L. Howell
American	do	282	— Post	
Argonaut	do	254	— Sayre	
Cadmus	do	310		
Fair Helen	do	..	— Harris	
Hannibal	do	309	— Green	
Marous	do	283	— Halsey	
Neptune	do	..		
Thorn	do	333	— Hand	
Thames	do	350		
Union	do	..	— Sayre	
1828.				
<i>Nantucket, Mass.</i>				
American	Ship	340	David Paddack	
Atlantic	do	321	John J. Gardner	
Baltic	do	410	William Chadwick	
Criterion	do	229	Ambrose Whitcomb	
Cyrus	do	325	Benjamin R. Hussey	
Eagle	do	335	Benjamin A. Coleman	
Foster	do	317	Job C. Clark	Paul Mitchell & Sons
Fame	do	374	John Ramsdell	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	July 1	Feb. 27, 1830	Bbls. 2,550			
....do	June 28	Mar. 23, 1829	Full.			
Brazil						Last reported at Rio Janeiro March 5, 1828, with 1,100 whale.
....do						Last reported at Pernambuco, March 5, 1828, with 1,200 whale.
Falkland		June —, 1828				Arrived at Stonington, Portsmouth's first sealer; had 4,000 seal and some other skins, and some oil.
Pacific Ocean ..	Dec. 10	July 3, 1830	2,292			Last reported November 30, 1827, clean.
Pacific Ocean ..		Oct. —, 1830	1,700			
Pacific Ocean ..	Aug. 23	Apr. 24, 1831	2,471			
....do	Aug. 2	Apr. 27, 1831	1,497	146		Captain Robert Smith who went out in command was killed by a whale February, 1829.
Brazil	Dec. 1	June 10, 1829		1,775		
Pacific Ocean ..	Sept. 9	Mar. 22, 1830	2,131			
....do	Oct. 31	May 19, 1830	2,388			
South Atlantic ..	July 21	May 23, 1828	26	1,477		
Brazil	June 15	May 23, 1828	79	1,700		
Pacific Ocean ..	Oct. 7	May 1, 1830	2,653			
....do	May 2	June 25, 1829	1,753			
....do	June 18	May 1, 1830	2,451			
South Seas	Aug. 3	Aug. 30, 1830	2,800			
Africa	Aug. 3					
Brazil		—, 1828				Reported with 1,600 whale.
Pacific Ocean ..	Aug. 24	July 3, 1830	2,853			
Patagonia		June 9, 1828		1,600		
Brazil		May —, 1828		1,400		The Argonaut is reported in another place as having 1,750 whale.
Brazil	July 28					
....do		May —, 1828		Full		
....do		June 12, 1828		1,200	8,000	
....do						
Patagonia		June 7, 1828	170	1,500	1,000	
....do	Sept. —	May 24, 1828	2,000			
....do						Last reported March, 1828, with 1,000 whale.
Pacific Ocean ..	Apr. 19	July 18, 1830	2,180	88		Formerly a merchantman; added 1822 from New York; built at New York 1822.
Pacific Ocean ..	Jan. 14	May 12, 1831	3,173			Formerly a merchantman; added 1828.
Brazil	Apr. 19	Apr. 29, 1828		491		Out ten days; returned leaking 1,300 strokes an hour.
Pacific Ocean ..	June 22	July 4, 1829				Captain Hussey came home sick, but rejoined the ship again; Mr. Clasby, first mate, drowned.
....do	Sept. 6	May 12, 1832	2,055			
....do	Oct. 5	May 10, 1831	1,904			
Brazil	Apr. 19	June 30, 1829		935		
Pacific Ocean ..	June 13	May 9, 1831	1,995			Formerly a merchantman; added 1828.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1828.				
<i>Nantucket, Mass.—Continued.</i>				
Franklin	Ship	309	Joseph M. Chase	
George	do	359	Edwin Barnard	S. & J. Mitchell
Gauges	do	265	Joshua Coffin	
Howard	do	364	Peleg Brock	
Harvest	do	360	David N. Edwards	
John Jay	do	217	Abraham Swain	
Kingston	do	312	William E. Sherman	
Maro	do	315	Elihu Fisher	
McDonough	Sloop		Imbert	
Martha	Ship	273	Sylvanus Swain	
Maria	do	365	Benjamin Ray	
Ontario	do	354	John G. Coffin	
Ocean	do	349	Edwin Coffin	
Peruvian	do	334	Alexander Macy	
Peru	do	257	Joseph Pease	
Planter	do	340	Isaac Brayton	
President	do	293	Charles Robbins	
Rose	do	350	George Russell	
Richard Mitchell	do	380	Edy Coffin	
Swift	do	456	Barzillai Coffin	
Washington	do	306	Barzillai Swain	
Weymouth	do	329	Moses Harris	
Zenas Coffin	do	338	George Joy	
<i>New Bedford, Mass.</i>				
Almy	Brig	91	{ Benjamin Seabury . }	
America	do	149	{ Samuel Lake	
Ann Alexander	Ship	211	Avery F. Parker	
Averick	do	384	Josiah Howland	George Howland
Balaena	do	300	George Lawrence	
Cortes	do	332	Thomas Russell	J. & J. Howland
Com. Rodgers	do	298	Ebenezer Coleman	George Howland
Courier	do	381	Nathaniel H. Nye	
Canton	do	408	Seth Wood	
Columbus	Brig	152	Abram Gardner	William C. Nye
Charles	Ship	290	Edwin Russell	
Ceres	do	328	David Brayton	Samuel Rodman, jr.
Emily	Brig	87	William P. Haskins	Seth Russell
Equator	Ship	262	Leonard West	
Enterprise	do	291	John Smith	I. Howland, jr., & Co
Favorite	do	293	Samuel Tilton	Alfred Gibbs
Fanny	Brig		Brad. Hahaway	
George and Martha	Ship	275	West	
Grand Turk	do	323	Austin Cox	John C. Haskell
Good Return	do	376	Robert Taber	Abraham Barker
George Porter	do	285	Job Terry, jr.	
Galatea	do	310	Seth Samson	Thomas Riddell
Hydaspes	do	312	Abr'm Russell 2d	Seth Russell
Hercules	do	334	Shubael Hawes	John C. Haskell
Heaper	Bark	261	Moses Samson	Seth Russell
Iris	Ship	311	George F. Brown	
Independence	do	318	Constant Norton, jr.	
Isaac Howland	do	399	Reuben Joy, jr.	
Lyra	do	304	William Austin	I. Howland, jr., & Co
Lancaster	do	382	Edward Howland	J. & J. Howland
Mercury	do	339	Hiram Weeks	
Mercator	do	246	I. C. Albert	I. Howland, jr., & Co
Martha	do	271	Richard Holley	
Milwood	do	271	Richard Weeden	Charles Russell
Maria	do	202	Ellis C. Eldredge	Seth Russell & Sons
Maria Theresa	do	330	Amuel H. Joy	
Phoenix	do	423	Cranston Wilcox	
Persia	do	240	Elihu Coffin	
Parthian	Brig	119	Elisha Luce	
			Daniel Flanders	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean	June 20	June 28, 1830	2,052			
Brazil	July 10	June 17, 1832		1,337		
Pacific Ocean	Aug. 8	May 8, 1832	1,660			
do	Oct. 5	May 8, 1832	1,860			Built 1828.
do	Nov. 17	Nov. 13, 1831	2,625			
Brazil	July 20	July 5, 1829		472		Broken up at Nantucket 1830.
Pacific Ocean	July 31	May 24, 1832	1,515			First mate died.
Brazil	June 10					Run into by French ship Archimedes; put into Rio Janeiro December 20, and was condemned.
						Damaged by collision with a Salem brig.
Brazil	July 13	Dec. 28, 1830		324		
Pacific Ocean	Sept. 6	June 10, 1832	1,980	21		
do	Dec. 5	Apr. 24, 1832	2,106			Captain Coffin died June 15, 1831.
do	Dec. 15	Nov. 14, 1831	2,270			
do	June 8	Oct. 21, 1831	1,960	79		
Brazil	June 18	June 14, 1829		718		
do	June 22	Oct. 21, 1830	99	1,769		
Pacific Ocean	Oct. 5	July 16, 1831	1,766			
do	June 22	June 17, 1829	2,079			Built 1828; lost at Fayal September 3, 1828.
do	Aug. 16					
do	July 13	June 17, 1829	2,822			
do	July 24	May 24, 1832	1,774			
do	Dec. 23	June 12, 1831	2,288			Built, 1828, at Hanover.
do	Sept. 1	Nov. 15, 1831	2,732			
West Indies	Mar. 20					
Atlantic	Nov. 14					
Pacific Ocean	July 21					
do	Oct. 16	May 14, 1832	1,900			
do	Nov. 26	Sept. 2, 1831	3,150			
do	Jan. 12	Aug. 16, 1830	2,190			
do	Apr. 3	Nov. 6, 1830	2,750			
Patagonia	May 26	May 28, 1829		900		
Brazil	June 18	June 8, 1829		1,600		Second mate, Jeremiah Borden, and boats crew taken down by a whale and lost.
Pacific Ocean	Aug. 23	May 26, 1831	2,800			
do	Oct. 13	June 6, 1830	440			
do	Oct. 31	Aug. 28, 1830	2,050			
Brazil	June 7	Mar. 18, 1830	62	1,250	9,000	
Cape de Verde	Feb. 9					
Pacific Ocean	June 17	May 20, 1831	1,400			
Brazil	July 14	June 19, 1829	236	1,270		
do	Aug. 5					
Mexico	Feb. 11					
Brazil	July 19	June 20, 1829		1,600		Lost first mate.
do	July 26	June 20, 1829	160	890		
do	July 28					
do	July 28	July 7, 1829		1,350	11,000	
do	Aug. 4	Apr. 20, 1829	400	1,500		
do	July 12	May 16, 1829		1,850	20,000	
do	Aug. 16	Mar. 10, 1830	120	1,736	16,500	Sold some oil at Rio Janeiro.
Pacific Ocean	Dec. 27	Dec. 28, 1830	1,700			
do	Apr. 24	Aug. 26, 1831	1,700			
do	June 25	July 6, 1831	Full			
do	Nov. 21	Oct. 6, 1831	3,174	6		
do	July 1					Ship and cargo totally lost on a reef near Oahu, August, 1830; valued \$60,000.
do	July 19	Apr. 22, 1831				
do	Apr. 16	June 16, 1831	2,323			
Brazil	June 26	June 5, 1829	300	750		
do	July 15	Jan. 21, 1830		1,900	21,000	
do	July 28	July 7, 1829	63	940	7,000	
Pacific Ocean	Sept. 24	Apr. 19, 1831				
do	Oct. 15	July 17, 1831	2,600			
do	Jan. 7	Dec. 27, 1830	2,800			
do	June 9	May 6, 1831	2,800			
Atlantic	June 19	July 14, 1829	395			

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1828.				
<i>New Bedford, Mass.—Continued.</i>				
Pocahontas.....	Brig	141	Benjamin Ellis.....	Benjamin Rodman.....
Russell.....	Ship	301	Shubael Worth.....	Benjamin Rodman.....
Richmond.....	do	291	William Swain.....	Benjamin Rodman.....
Rebecca Sims.....	do	400	Barna Coffin.....	John Coggeshall.....
Stephania.....	do	315	David Collins.....	John Coggeshall.....
Sally Anne.....	do	312	C. T. Covell.....	John Coggeshall.....
Trident.....	do	448	Peleg H. Stetson.....	I. Howland, jr., & Co.....
Triton.....	do	300	Reuben Chase 2d.....	do
Timoleon.....	do	346	Eben Clark.....	do
Winalow.....	do	263	Owen Chase.....	Samuel Rodman, jr.....
<i>Fairhaven, Mass.</i>				
Amazon.....	Ship	318	Benjamin Manter.....	Nathan Church.....
Albion.....	do	326	Sheffel Read.....	Nathan Church.....
Charleston Packet.....	Brig .....	.....	George Tobey.....	Nathan Church.....
Herald.....	Ship .....	.....	Stephen Grinnell.....	Nathan Church.....
Java.....	do	291	Barz. Adams.....	Anscl Gibbs.....
Leonidas.....	do .....	.....	Hawes Norris.....	Anscl Gibbs.....
Mentor.....	Brig	89	{ Charles Dyer..... }	{
Staunton.....	Ship	304	{ Francis Neil..... }	{
			Isaac Daggett.....	
<i>Rochester, Mass.</i>				
Magnolia.....	Schooner.....	98	George Lewis.....	.....
Sophonra.....	do .....	.....	— Daggett.....	.....
<i>Westport, Mass.</i>				
Industry.....	Brig	94	Matthew Mayhew.....	.....
Mexico.....	do .....	.....	Job Davis.....	.....
President.....	Bark	166	Charles Lawrence.....	.....
Regulator.....	Schooner.....	74	{ William Austin..... }	.....
Thos. Winalow.....	Brig	135	{ Beriah Tilton, jr..... }	.....
			Benjamin Seabury.....	.....
<i>Dartmouth, Mass.</i>				
By Chance.....	Brig	107	— Howland.....	.....
<i>Falmouth, Mass.</i>				
Uncas.....	Ship	400	Henry C. Bunker.....	Elijah Swift.....
<i>Sag Harbor, N. Y.</i>				
American.....	Ship	222	George Post.....	.....
Argonaut.....	do	234	Uriah Sayre.....	.....
Clandio.....	Brig	136	A. K. Griffin.....	.....
Cadmus.....	Ship	310	George Howell.....	.....
Henry.....	do .....	.....	.....	.....
Hannibal.....	do	309	Henry Green.....	.....
Marcus.....	do	283	Andrew Halsey.....	.....
Thames.....	do	350	Hunting Cooper.....	.....
Thorn.....	do	333	Sylv. Griffing.....	.....
Union.....	do .....	.....	Edward Halsey.....	.....
<i>Edgartown, Mass.</i>				
Gleaner Packet.....	Schooner.....	.....	— Bunting.....	.....
Loan.....	Ship .....	.....	— Marchout.....	.....
Meridian.....	do .....	.....	— Osborn.....	.....
<i>New York, N. Y.</i>				
Atlas.....	Ship .....	.....	— Gardner.....	.....
Louisa.....	do .....	.....	— Townsaud.....	.....
Logau.....	do .....	.....	— Coffin.....	F. Gebhard.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Africa	Oct. 16					
Pacific Ocean ..	May 2	May 19, 1831	Full			
do	Sept. 2	Apr. 23, 1831	2,274			
do	Nov. 22	Apr. 7, 1832	2,600			
Brazil	June 16	July 7, 1829		1,706	14,500	
do	July 14	June 6, 1829		1,806		
Pacific Ocean ..	June 12	Mar. 2, 1831	Full			
do	July 31	Feb. 27, 1831	2,120			
do	Sept. 11	Sept. 4, 1831	300	2,900		Returned September 29 badly damaged by a gale; sailed again October 19.
do	July 2	July 7, 1830	1,800			
Brazil	Sept. 12	May 7, 1830	190	1,473	12,700	
Patagonia	May 21	June 8, 1829		1,500		
Atlantic	Aug. 23	Aug. 24, 1829	350			
Brazil	Aug. 5					
do	Nov. 5	Apr. 19, 1830	120	1,920	16,000	
do	July 23	July 8, 1829		1,700	25,000	
West'n Islands ..	June 19					
Atlantic	Oct. 30					
Pacific Ocean ..	Jan. 8	Feb. 4, 1830	2,202			
West Indies {	June—	{Aug.—, 1829	90	40		Last reported with 190 sperm.
Atlantic	Dec. 15					
do	May 18					
West Indies ...	Jan. 4	July 14, 1829	160			
do	Dec. 2	Aug. 24, 1829	230	50		
Pacific Ocean ..	July 2	Feb. —, 1830	830			
Atlantic {	May 28					
do	Oct. 7	Aug. 22, 1829	100			
Cape de Verde ..	Oct. 31	Aug. 24, 1829	650	25		
West Indies ...	June 16	July —, 1829	300			
Pacific Ocean ..	Nov. 17	July 15, 1831	3,468			Built at Falmouth, 1828.
South Seas ...	July 10	May 30, 1829		1,687	16,773	
Brazil	July 17	Apr. 24, 1829		1,490	13,328	
Africa	Oct. —	Nov. 19, 1829		300		Brought also 300 fars.
Brazil	June 19	Apr. 8, 1829	2	1,927	17,012	
do						Reported December, 1828, with 1,700 whale.
do	July 18	Apr. 15, 1829		1,906	18,641	
do	July 21	June 1, 1829	24	1,406	11,466	
Patagonia	July 7	June 1, 1829		1,986	16,700	
Brazil	July 18	Apr. 27, 1829	62	2,170	21,195	
do	July 20	Apr. 9, 1829	28	1,449	12,368	
Straits Belleisle		Sept. 13, 1828	15			
Pacific Ocean ..	Jan. 1	Dec. 6, 1829	1,430			
do	Oct. 5	Apr. 23, 1831	Full			Built at Rochester, 1828. Returned to Tarpaulin Cove twice, with Captain Osborn, sick. Sailed finally under command of the mate, ——— Fisher.
Brazil						Sold to Lynn, 1830.
do	Nov. 13					Last reported at Tarpaulin Cove, November 13, in distress.
Pacific Ocean ..		July —, 1830	1,200			

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1828.				
<i>Bristol, R. I.</i>				
Ann.....	Ship	.....	— Wilcox.....	.....
Esex.....	Bark	.....	.....	.....
Ganges.....	Ship	.....	— Gardner.....	.....
<i>Stonington, Conn.</i>				
Acasta.....	Ship	.....	.....	.....
<i>Newport, R. I.</i>				
Alliance.....	Ship	.....	Hiram Covell.....	Bush & Gibbs.....
<i>Warren, R. I.</i>				
Magnet.....	Ship	.....	— Gardner.....	.....
Rosalie.....	do	.....	— Brown.....	.....
<i>New London, Conn.</i>				
Ann Maria.....	Ship	362	C. Holmes.....	.....
Flora.....	do	339	— Colt.....	.....
Jones.....	do	338	I. Sayre.....	.....
John and Edward.....	do	318	— Pearson.....	.....
M. Packet.....	do	170	M. Griffing.....	.....
Neptune.....	do	235	— Starks.....	.....
Wabash.....	do	250	I. Butler.....	.....
1829.				
<i>Nantucket, Mass.</i>				
Atlantic.....	Ship	321	Elihu Fisher.....	.....
Congress.....	do	339	Thomas Brock.....	.....
Criterion.....	do	229	Barzillai Folger.....	.....
Dauphin.....	do	273	Benjamin F. Hussey.....	.....
Enterprise.....	do	413	John Stetson.....	.....
Fabius.....	do	432	Thaddeus Coffin.....	.....
Foster.....	do	317	Job C. Clark.....	.....
George.....	do	352	Edwin Barnard.....	L. & J. Mitchell.....
Independence.....	do	311	William Whipsey.....	.....
John Adams, 2d.....	do	262	Seth Cathcart.....	.....
Japan.....	do	332	John Lincoln.....	.....
John Adams.....	do	290	George Clark.....	.....
Loper.....	do	310	Obed Starbuck.....	.....
Montano.....	do	320	Benjamin Worth.....	.....
Martha.....	do	273	Alexander Whipsey.....	.....
Orion.....	do	354	Shadrack Freeman.....	.....
Pacific.....	do	314	William Plaskett.....	Paul Mitchell & Sons.....
Peru.....	do	257	Joseph Pease.....	David Joy, jr.....
Planter.....	do	340	Charles Fisher.....	Gilbert Coffin.....
Phoenix.....	do	323	John J. Garduer.....	.....
Rambler.....	do	315	William Worth, 2d.....	.....
Richard Mitchell.....	do	320	David Baker.....	.....
Reaper.....	do	332	Benjamin F. Coffin.....	.....
Spartan.....	do	332	William Pitman.....	.....
Susan.....	do	345	Frederick Swain.....	.....
<i>Westport, Mass.</i>				
Almy.....	Ship	.....	Jonathan Mayhew.....	.....
Industry.....	Brig	.....	Thomas C. Hammond.....	.....
Mexico.....	do	.....	John A. Cornell.....	.....
Thos. Winslow.....	do	.....	Job Davis.....	.....
<i>New Bedford, Mass.</i>				
Abigail.....	Ship	308	Benjamin Clark.....	.....
Aurora.....	Brig	.....	Leonard West.....	George Tyson.....
Com. Rodgers.....	Ship	298	Joshua Grinnell.....	William C. Nye.....

sailing from American ports—Continued.

Whaling-ground.	Date.		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Brazil .....	.....	July 8, 1829	.....	1,100	.....	A grand complimentary banquet was given by the owners to the officers and crews of these two vessels, on account of the success of Bristol's first real venture in this pursuit.
...do .....	.....	June 20, 1829	.....	1,000	700	
Pacific Ocean ..	Oct. 10	Oct. —, 1831	2,700	.....	.....
Brazil .....	.....	.....	.....	.....	.....	Reported in December, 1828, with 12 whales.
Pacific Ocean ..	Oct. 25	Sept. 10, 1832	2,700	.....	.....
Pacific Ocean ..	Nov. —	May 28, 1831	2,900	.....	.....
...do	June —	Feb. 20, 1831	Full	.....	.....
.....	July 2	June —, 1829	60	1,848	.....
.....	May 16	June 8, 1829	.....	1,061	.....
.....	July 2	June —, 1829	59	1,617	.....
.....	July 9	June 20, 1829	133	1,077	.....
.....	May 21	June —, 1829	.....	1,343	.....
.....	July 26	June —, 1829	.....	1,204	.....
.....	.....	June 8, 1829	200	1,400	.....
Pacific Ocean ..	Dec. 26	Jan. 26, 1832	2,153	.....	.....
...do	June 26	June 1, 1830	7	1,299	.....	Formerly a merchantman; added 1829.
Brazil	July 26	.....	.....	.....	.....	Condemned at Halifax, 1829.
...do	Aug. 14	.....	.....	.....	.....	Lost in Saldanha Bay, Cape of Good Hope, 1830.
Pacific Ocean ..	June 30	Aug. 4, 1832	2,955	.....	.....	Sent home 79 sperm.
...do	Aug. 14	Mar. 23, 1833	2,162	.....	.....	Formerly a merchantman; added 1829.
...do	Nov. 15	Jan. 27, 1833	2,260	.....	.....
Brazil	July 22	June 9, 1830	155	1,217	.....
Pacific Ocean ..	Oct. 29	June 6, 1833	1,506	21	.....
...do	June 26	Feb. 28, 1831	626	.....	.....
Brazil	June 21	Mar. 29, 1832	7	1,299	.....
...do	Aug. 1	June 7, 1830	.....	198	.....
Pacific Ocean ..	June 21	Sept. 7, 1830	2,280	.....	.....	An excellent voyage—gone 14 months 14 days. Formerly a merchantman; added 1829; built at New York, 1822.
...do	July 24	Dec. 18, 1832	2,216	.....	.....
...do	Nov. 27	July 15, 1833	1,680	.....	.....
...do	Sept. 20	Oct. 10, 1832	2,620	.....	.....
Brazil	June 12	June 8, 1830	80	1,607	.....
...do	July 13	June 2, 1830	64	1,152	.....
...do	Aug. 1	June 9, 1830	159	1,469	.....
Pacific Ocean ..	Oct. 7	Aug. 10, 1831	2,340	.....	.....
...do	June 26	Feb. 28, 1832	2,240	.....	.....
...do	July 21	Sept. 3, 1831	3,012	.....	.....	Built at Mattapoisett, 1829.
...do	Oct. 23	Apr. 21, 1833	1,602	.....	.....	Captain Coffin died on the voyage.
...do	Aug. 31	Sept. 2, 1831	2,361	.....	.....
...do	Dec. 10	Aug. 9, 1833	2,180	.....	.....
Cape de Verde ..	Oct. 9	Aug. 23, 1830	170	.....	.....
Espirito Santo ..	Aug. 17	.....	.....	.....	.....
Cape de Verde ..	Oct. 5	July 26, 1830	240	.....	.....
...do	Oct. 9	Aug. —, 1830	340	24	.....
...do	Oct. 5	Aug. 19, 1830	350	.....	.....
Pacific Ocean ..	May 23	June 16, 1831	2,500	
Atlantic	May 30	Aug. 28, 1830	430	
Brazil	June 19	June 28, 1830	122	1,042	8,125	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1829.				
<i>New Bedford, Mass.—Continued.</i>				
Com. Decatur	Ship	947	Warren Howland	J. & J. Howland
Chili	do	991	Grafton Luce .....	.....
Condor	do	348	Edward Merrill .....	.....
Courier	do	381	Joseph Barnard .....	.....
Eagle	do	336	Shubael Hawes	William C. Nye
Emerald	do	359	Clement Norton	Thomas Riddell
Enterprise	do	291	Samuel Tilton	Alfred Gibbs
Frances Henrietta	do	407	Abm. Russell .....	.....
Galatea	do	310	Ellhu Russell .....	.....
Grand Turk	do	323	Robert Taber .....	.....
Good Return	do	376	Job Terry, jr	James Tripp
George and Martha	do	375	Arthur Cox	John C. Haskell
George Porter	do	285	Charles Weeks	Thomas Riddell
Golconda	do	330	J. D. Samson	George Howland
Hector	do	330	John C. Morse	Charles W. Morgan
Hydaspe	do	312	Joseph Spooner .....	.....
Herald	do	262	Ezra Smith .....	.....
Hope	do	316	Joseph Paddock, jr .....	.....
Java	do	293	Walter Hillman	George Howland
Junco	Brig	165	John J. Parker	John A. Parker
Midas	Ship	326	Richard G. Luce	John Coggeshall
Moricator	do	246	Jonathan Fisher	John A. Parker & Son
Milwood	do	246	Ellis C. Eldredge .....	.....
Ospray	Bark	169	H. N. Howland .....	.....
Parthian	Brig	119	Granville Manter .....	.....
Pocahontas	do	141	George Lewis .....	.....
Pacific	Ship	384	Paul Chase	J. Perry
Sophia	do	295	Charles Rawson	Joseph Rotch
Sally Anne	do	312	Andrew Almy .....	.....
Stephanie	do	315	David Collins	John Coggeshall, jr
Victory	do	262	A. P. Norton .....	.....
William & Eliza	do	321	George Crocker	J. Rotch & Co.
<i>Fairhaven, Mass.</i>				
Albion	Ship	313	Sheff-el Read	E. Sawin
Columbus	do	313	David Osborn	Gibbs & Jenney
Favorite	Bark	337	Bradford Hathaway	F. R. Whitwell
Heroine	Ship	337	Charles Smith	Nathan Church
Herald	do	274	Caleb Kempton	Alexander Gibbs
Leonidas	do	274	Howes Norris .....	.....
Mentor	Brig	274	Neil	Luther Wilson
Maive	Ship	294	Benjamin Manter	E. Sawin
Oregon	do	307	Jabez Delano, jr	Lemuel Tripp
Quito	Brig	307	Stanton Butch	Alfred Gibbs
<i>Dartmouth, Mass.</i>				
By Chance	Brig	307	Stephen Howland, jr .....	.....
<i>New London, Conn.</i>				
Ann Maria	Ship	368	C. Holme .....	.....
Com. Perry	do	270	— Sayre .....	.....
Electra	do	348	— Griffing	W. Williams & Co
Flora	do	338	L. Allyn .....	.....
John and Edward	do	318	— Pearson .....	.....
Jones	do	338	— Caraly .....	.....
Manchester Packet	do	170	— Fordham .....	.....
Neptune	do	285	— Starks .....	.....
Stonington	do	351	— Blydeburg .....	.....
Wabaah	do	250	C. Butler .....	.....
<i>Edgartown, Mass.</i>				
John	Ship	240	— Pease	Jethro Daggett
Mary Ann	do	240	— Worth .....	.....
Planter	Brig	240	— Pease .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Brazil.....	May 31	Mar. 15, 1830	<i>Bbls.</i> 140	<i>Bbls.</i> 1,350	<i>Lbs.</i> 9,000	Returned leaking badly.
do.....	May 22	June 5, 1830	120	927	750	
do.....	July 18	June 22, 1830	267	1,870	14,000	
Pacific Ocean.....	Aug. 19	Feb. 11, 1832	2,750	Captain Hawes and his mate, with their boats' crews, were accidentally left at Novowha. The ship was navigated home by the mate of the Euphrates. Captain Hawes and his men started for Pernambuco in open boats, but were picked up by the Rodman.
Brazil.....	June 6	June 2, 1830	.....	1,680	17,500
Atlantic.....	June 23	Mar. 8, 1830	.....	2,500	23,900
South Atlantic.....	July 17	May 21, 1831	230	1,270	Reported arrived September 12, 1830, 150 sperm.
Pacific Ocean.....	Nov. 9	Feb. 23, 1833	2,300	.....	.....
Brazil.....	May 30	.....	.....	.....	.....
do.....	July 23	May 6, 1830	50	1,230	1,800	Captain Norton killed by a whale.
do.....	July 17	July 17, 1830	100	2,100	19,600	
do.....	July 18	June 9, 1830	22	1,850	16,000	
do.....	July 29	May 31, 1830	90	1,475	12,020	Belongs to Fairhaven or Westport.
Pacific Ocean.....	Oct. 7	Sept. 24, 1832	2,300	.....	.....
do.....	June 20	Oct. 13, 1831	2,600	.....	.....
Brazil.....	June 20	June 8, 1830	1,567	12,200	Built 1829.
do.....	July 24	June 19, 1830	55	500	2,800	
Pacific Ocean.....	July 28	May 24, 1832	Full.	2,100	19,000	
Brazil.....	June 8	Mar. 19, 1830	70	Sold 1830.
Cape Good Hope.....	May 14	May 20, 1830	220	.....	.....
Brazil.....	June 13	Mar. 19, 1830	68	1,964	14,410	
do.....	June 26	June 3, 1830	70	1,200	10,300	Built 1829.
do.....	Oct. 5	June 1, 1831	.....	.....	.....
Pacific Ocean.....	July 20	Feb. 25, 1832	1,070	.....	.....
Cape de Verdes.....	Aug. 6	Built 1829.
Atlantic.....	Oct. 5	May 7, 1830	90	.....	.....
Pacific Ocean.....	Nov. 16	Oct. 4, 1832	Full.	.....	.....
Patagonia.....	June 2	June 2, 1830	1,360	13,000	Built 1829.
Atlantic.....	July 10	June 10, 1830	25	1,400	16,520	
Brazil.....	July 30	June 2, 1830	.....	1,900	18,000
Pacific Ocean.....	Sept. 11	Apr. 7, 1832	1,750	Built 1829.
do.....	Apr. 28	Aug. 22, 1831	2,100	.....	.....
Brazil.....	July 18	Apr. 3, 1830	.....	2,000	16,600
Pacific Ocean.....	May 13	Jan. 20, 1832	Full.	Built 1829.
Brazil.....	July 18	June 19, 1830	.....	.....	.....
do.....	June 23	.....	.....	.....	.....
do.....	July 18	June 6, 1830	900	1,600	12,000	Built 1829.
do.....	Aug. 8	.....	.....	.....	.....
Atlantic.....	Dec. 30, 1829	.....	.....	.....	.....
Brazil.....	June 10	May 31, 1830	600	Built 1829.
Pacific Ocean.....	July 29	Oct. 8, 1831	2,300	.....	.....
Atlantic.....	Jan. 22	Apr. 23, 1830	200	.....	.....
Guinea.....	Sept. 30	Aug. 23, 1830	250	Built 1829.
South Atlantic.....	June 18	Mar. 22, 1830	65	2,000	.....
do.....	June 12	June 1, 1830	.....	1,500	.....
do.....	June 27	May 31, 1830	1,890	Built 1829.
do.....	July 5	Apr. 15, 1830	62	1,900	.....
do.....	July 22	May 31, 1830	.....	1,403	.....
do.....	July 9	Mar. 22, 1830	1,407	Built 1829.
do.....	June 20	June 6, 1830	.....	1,194	.....
do.....	June 10	Apr. 20, 1830	.....	1,596	.....
do.....	July 30	May 31, 1830	42	975	Built 1829.
do.....	July 23	May 31, 1830	1,358	
Brazil.....	July —, 1830	160	1,640	12,000	
do.....	June 1, 1830	100	600	
.....	May 24	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1829.				
<i>Stonington, Conn.</i>				
<i>Acasta</i>	Ship .....	.....	— Wood .....	.....
<i>Sag Harbor, N. Y.</i>				
<i>Argonaut</i>	Ship	254	Uriah Sayre	S. & L. Howell
<i>American</i>	do	282	William A. Jones	S. & B. Hunting & Co. ..
<i>Cadmus</i>	do	310	George Howell	Mulford & Sleight
<i>Columbia</i>	do	285	Robert F. Hand	Luther D. Cook
<i>Henry</i>	do	333	Sylvester Griffing	Charles T. Dering
<i>Hannibal</i>	do	369	Henry Green	S. & B. Hunting & Co. ..
<i>Marous</i>	do	283	Barney Green	S. & N. Howell
<i>Thames</i>	do	350	Hunting Cooper	Mulford & Sleight
<i>Thorn</i>	do	299	Hervey Harris	do
<i>New York, N. Y.</i>				
<i>Cincinnati</i>	Ship .....	.....	— Howland	Barker & Co.
<i>William Tell</i>	do	362	Nathaniel Gardner	Jacob Barker
<i>Plymouth, Mass.</i>				
<i>Eartune</i>	Ship .....	.....	— Swain .....	.....
<i>Bristol, R. I.</i>				
<i>Ann</i>	Ship .....	.....	.....	.....
<i>Balances</i>	do	321	— Daggett .....	.....
<i>Essex</i>	Bark .....	.....	— Mayhew .....	.....
<i>Warren, R. I.</i>				
<i>Magnet</i>	Ship .....	.....	— Gardner .....	.....
<i>North America</i>	do .....	.....	— Pickens .....	.....
<i>Bristol, R. I.</i>				
<i>Ann</i>	Ship .....	.....	— Wood .....	.....
<i>Rochester, Mass.</i>				
<i>Magnolia</i>	Schooner .....	.....	— Lewis .....	.....
<i>Sophonra</i>	do .....	.....	— Daggett .....	.....
<i>Newport, R. I.</i>				
<i>Erie</i>	Ship .....	.....	— Adams	Engs & Bush
The Potosi was fitted from Greenport, N. Y., in 1828 or 1829; sailed under Captain Charles Griffin; John Brown, managing owner. She made a good voyage; sailed again in 1829 or 1830, and was lost on the Falklands.				
1830.				
<i>New Bedford, Mass.</i>				
<i>Augusta</i>	Ship	344	Charles Lawrence	William R. Rodman
<i>Amanda</i>	Bark	217	John E. Coggeshall	Phillips, Russell & Co. ..
<i>Braganza</i>	Ship	470	Daniel Wood	William T. Russell
<i>Braut</i>	do	310	Warren Howland	N. Leonard
<i>Balsena</i>	do	300	Obad Foadick	J. & J. Howland
<i>Com. Decatur</i>	do	247	J. H. Howland	do
<i>Ceres</i>	do	328	Timothy Russell .....	.....
<i>Chili</i>	do	291	David Collins .....	.....
<i>Condor</i>	do	349	Edward Merrill	Charles W. Morgan
<i>Com. Rodgers</i>	do	298	Joshua Grinnell	Jireh Perry
<i>China</i>	do	370	Russell Maxfield .....	.....
<i>Charles</i>	do	290	George Cannon, jr .....	.....
<i>Cortes</i>	do	322	Daniel Holway	George Howland

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Brasil.....		May 29, 1830	<i>Ebls.</i>	<i>Ebls.</i>	<i>Lbs.</i>	
Brasil.....			.....	1,600	.....
Brasil.....	June 24	June 12, 1830	110	500	4,250	
do.....	June 24	June 5, 1830	163	1,339	13,053	
do.....	June 23	May 27, 1830	107	1,468	12,622	
do.....	July 27	June 5, 1830	.....	1,533	11,565	Added 1832.
do.....	July 30	May 27, 1830	65	1,800	17,050	
do.....	June 30	Apr. 20, 1830	.....	1,877	14,686	
do.....	June 30	June 5, 1830	104	1,218	9,896	
do.....	July 23	May 27, 1830	62	1,660	13,726	
do.....	June 23	June 3, 1830	.....	1,594	12,875	
Brasil.....	Oct. 11	.....	.....	.....	.....	Reported at Rio Janeiro, September, 1831 with 800 sperm, 1,500 whale.
Pacific Ocean ..	Nov. 23	Feb. —, 1833	1,700	.....	.....
Pacific Ocean ..	Aug. 3	Dec. 15, 1832	Full.	.....	.....
.....	Aug. —	.....	.....	.....	.....
.....	Dec. 16	.....	.....	.....	.....
Brasil.....	.....	July —, 1830	.....	1,300	.....
Pacific Ocean ..	May 11	.....	.....	.....	.....
Brasil.....	.....	June 9, 1830	.....	1,000	.....
Brasil .....	.....	June 10, 1830	.....	600	.....
Atlantic	Jan. —	.....	.....	.....	.....	Reported in May with 40 sperm. Reported with 90 sperm.
do.....	{ Apr. 30 Sept. 3	{ Aug. —, 1832 Sept. 17, 1832	{ 50	.....	.....
Pacific Ocean ..	Nov. 26	Apr. 24, 1832	2,200	.....	.....	Built at Newport, 1828.
Pacific Ocean ..	Dec. 8	Jan. 15, 1834	2,536	.....	.....
Brazil Banks ..	June 28	Mar. 26, 1831	.....	950	.....
Pacific Ocean ..	June 26	Nov. 29, 1833	3,985	.....	.....
South Atlantic ..	June 11	Feb. 26, 1831	.....	Full.	.....
Pacific Ocean ..	Oct. 14	Jan. 15, 1834	1,800	.....	.....
South Atlantic ..	May 11	Mar. 10, 1831	140	960	.....
Indian Ocean ..	May 12	—, 1831	.....	.....	.....
Atlantic	July 17	June 15, 1831	.....	.....	.....
do.....	Aug. 2	May 9, 1831	170	2,630	.....
Pacific Ocean ..	Oct. 19	Mar. 14, 1833	2,100	.....	.....
Indian Ocean ..	Oct. 20	Feb. 29, 1832	750	2,300	23,000	
Pacific Ocean ..	Dec. 14	Sept. 29, 1833	
do.....	Dec. 25	Apr. 11, 1834	2,470	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1830.				
<i>New Bedford, Mass.—Continued.</i>				
Dwight.....	Brig....	140	James Wood, 2d.....	.....
Endeavour.....	Ship....	234	Joseph B. Leonard.....	.....
Emerald.....	do.....	358	Clement Norton.....	.....
Euphrates.....	do.....	364	Cornelius Howland, jr.....	J. Grinnell.....
Eagle.....	do.....	336	Shubael Hawes.....	.....
Frances.....	do.....	348	Obed Alley.....	.....
Franklin.....	do.....	333	James Davis.....	C. Russell.....
Falcon.....	do.....	273	Joseph Barker.....	.....
George and Susan.....	do.....	356	Edward Gardner.....	George Howland.....
Grand Turk.....	do.....	324	Stanton Burtch.....	.....
George Porter.....	do.....	2-5	Jared Fisher.....	.....
George and Martha.....	do.....	275	Thomas Barnard.....	.....
Good Return.....	do.....	376	Job Terry, jr.....	Job Eddy.....
Hercules.....	do.....	290	{ Clement P. Covell.....	.....
Hope.....	do.....	283	{ Peter F. Chase.....	.....
Heracles.....	do.....	335	David Flanders.....	.....
Hydaspe.....	do.....	313	Moses Samson.....	Seth Russell.....
Herald.....	do.....	262	Joseph Spooner.....	.....
Hibernia.....	do.....	337	Isaiah West.....	.....
Herald.....	do.....	303	Henry Pease, 2d.....	.....
India.....	do.....	366	N. H. Nye.....	.....
Jasper.....	do.....	360	Grafton Luce.....	William T. Russell.....
			Martin Bowen.....	Atkins Adams.....
Java.....	do.....	295	Walter Hillman.....	.....
Juno.....	Brig....	166	John J. Parker.....	.....
John.....	Ship....	308	Andrew Almy.....	.....
John Howland.....	do.....	377	Henry B. Gifford.....	.....
Logan.....	do.....	302	Stanton C. Fisher.....	L. Howland, jr., & Co.....
Leader.....	Bark....	170	David F. Case.....	.....
Martha.....	Ship....	271	Richard Weeden.....	.....
Midas.....	do.....	396	Richard G. Luce.....	John Coggeshall, jr.....
Minerva Smyth.....	do.....	335	Gideon H. Smith.....	L. Howland, jr., & Co.....
Mentor.....	do.....	213	E. C. Barnard.....	.....
Mercator.....	do.....	246	Jonathan Fisher.....	.....
Minerva.....	Bark....	195	Simeon Price.....	J. & J. Howland.....
Martha.....	Ship....	349	Edwin Russell.....	.....
Mary Ann.....	do.....	240	Abraham Swain.....	.....
Milo.....	do.....	398	Leonard West.....	.....
New England.....	do.....	375	A. F. Parker.....	.....
Nautilus.....	do.....	340	Isaiah Burgess.....	William C. Nye.....
Octavia.....	Bark....	257	Granville Manter.....	.....
Pacific.....	Ship....	332	D. McKenzie.....	.....
Partisan.....	Brig....	119	James Maxfield.....	Alexander Gibbs.....
Roscoe.....	Ship....	362	George G. Chase.....	Charles W. Morgan.....
Rodman.....	do.....	371	Robert M. Joy.....	do.....
Swift.....	do.....	321	Lewis Tobey.....	T. S. & N. Hathaway.....
Sophia.....	do.....	296	Robert Tuckerman.....	.....
Stephanie.....	do.....	315	Elisha Dexter.....	.....
Sally Anne.....	do.....	312	A. T. Eddy.....	.....
William Rotch.....	do.....	290	Elihu Russell.....	John Coggeshall, jr.....
Wilmington and Liverpool Packet.....	do.....	384	Alexander Russell.....	.....
Winslow.....	do.....	263	Edward G. Coffin.....	Samuel Rodman.....
William Thompson.....	do.....	485	Stephen N. Potter.....	.....
Young Phenix.....	do.....	377	Obed Cathcart.....	John A. Parker & Son.....
<i>Fairhaven, Mass.</i>				
Albion.....	Ship....	326	Sheffield Beade.....	.....
Amazon.....	do.....	319	Arthur Cox.....	.....
Herald.....	do.....	274	Caleb Kempton.....	Alexander Gibbs.....
Java.....	do.....	299	Barz. S. Adams.....	.....
Marons.....	do.....	286	N. S. Bassett.....	Lemuel Tripp.....
Maine.....	do.....	294	Benjamin Manter.....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Cape G'd Hope.	Nov. 9	.....	.....	.....	.....	Probably returned in 1831, and was withdrawn.
South Atlantic	June 19	Mar. 2, 1831	.....	.....	.....
do	July 16	Mar. 1, 1831	80	2,420	.....
Pacific Ocean	Sept. 3	July 13, 1833	2,950	.....	.....
Brazil Banks	Sept. 25	Jan. 25, 1832	.....	Full.	.....
Pacific Ocean	Jan. 8	June 10, 1832	2,600	.....	.....
South Seas	Jan. 9	Mar. 14, 1833	80	1,600	.....
Brazil Banks	Aug. 17	Apr. 24, 1832	.....	.....	.....
Pacific Ocean	Jan. 23	July 15, 1833	2,150	.....	.....
South Atlantic	May 28	Mar. 4, 1831	900	1,700	.....
do	July 3	Feb. 26, 1831	30	1,230	.....
Patagonia	Aug. 4	Mar. 22, 1832	.....	.....	.....
Pacific Ocean	Sept. 4	Mar. 10, 1833	450	2,500	20,000	Mate lost, 1831. Detained at Talcahuano 5 months on a frivolous charge. Chilean government paid \$20,000 in 1875 as indemnification.
South Seas	Jan. 5	Nov. 27, 1830	450	1,450	.....
Indian Ocean	Dec. 28	Jan. 31, 1832	.....	Full.	.....
Brazil	Jan. 30	Feb. 19, 1831	.....	Full.	.....
do	June 29	Mar. 26, 1831	.....	2,000	20,000	
Patagonia	July 24	Mar. 9, 1832	150	1,450	.....
Brazil	Aug. 13	June 17, 1831	.....	1,200	.....
South Atlantic	Aug. 16	June 14, 1831	900	1,000	.....
Pacific Ocean	Nov. 20	May 11, 1834	.....	.....	.....
do	Sept. 20	Jan. 2, 1834	2,000	.....	.....
South Atlantic	May 4	.....	.....	.....	.....	Owned in Marblehead. Returned to Boston in July, 1830. Damaged by running on a reef at Bonavista.
do	June 7	Mar. —, 1831	.....	2,000	.....
Atlantic	June 16	.....	.....	.....	.....	Probably returned late in 1830.
Brazil	Aug. 10	Jan. 20, 1832	.....	.....	.....
Pacific Ocean	Dec. 30	—, 1832	.....	.....	.....	Reported with 2,300 barrels.
do	Oct. 21	Nov. 29, 1833	.....	.....	.....
do	Dec. 18	Sept. 11, 1833	950	.....	.....
South Atlantic	Apr. 14	Feb. 13, 1831	.....	.....	.....	Probably of Fairhaven.
do	May 22	May 26, 1831	.....	2,300	.....
Pacific Ocean	May 25	Apr. 22, 1833	.....	.....	.....
South Atlantic	June 4	.....	.....	.....	.....
Brazil	July 12	May 7, 1831	.....	1,450	.....
Pacific Ocean	July 23	Jan. 7, 1833	.....	.....	.....
South Atlantic	Aug. 16	.....	.....	.....	.....	Lost at Delago Bay, June, 1831. Belonged to Rochester. Wrecked on Gay Head, homeward bound.
Brazil	Sept. 17	June —, 1831	.....	1,000	.....
Pacific Ocean	Nov. 8	May 9, 1834	1,400	400	.....
do	Dec. 23	Mar. 10, 1834	.....	.....	.....
South Atlantic	Mar. 13	Mar. 8, 1831	.....	1,900	.....
do	July 16	July 5, 1831	100	800	.....
South Seas	May 12	Nov. 21, 1831	.....	Full	.....
Guinea	July 17	May 24, 1831	240	120	1,200	
Pacific Ocean	Aug. 21	Jan. 4, 1833	2,500	.....	.....
do	Sept. 29	Apr. 10, 1833	3,000	.....	.....
do	Jan. 7	Oct. 1, 1832	2,100	.....	.....
Brazil	June 28	May 9, 1831	.....	1,100	.....
do	July 20	Feb. 24, 1832	100	2,100	.....
Indian Ocean	Nov. 18	Feb. 27, 1832	.....	.....	.....
Brazil	July 17	June 17, 1831	100	1,600	.....
Pacific Ocean	Aug. 27	Apr. 30, 1833	3,000	.....	.....
do	Sept. 2	Aug. 27, 1833	1,300	.....	.....	George Adlington, second mate, killed by a whale March 6, 1833.
do	Oct. 13	Aug. 12, 1834	2,600	.....	.....
do	Feb. 5	May 14, 1833	Full	.....	.....
South Atlantic	June 14	Feb. 17, 1831	.....	2,300	.....
Brazil	July 22	Jan. 29, 1832	.....	1,600	.....
South Seas	July 4	May 30, 1831	70	1,630	.....
South Atlantic	June 17	.....	.....	.....	.....
Pacific Ocean	Aug. 5	Aug. 7, 1833	1,600	.....	.....
South Atlantic	July 28	Feb. 14, 1832	1,550	1,300	Pardon Devoil, first mate, died December, 1830.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1830.				
<i>Fairhaven, Mass.—Continued.</i>				
Pindus	Bark	195	John Bunker .....	.....
Quito	Brig	138	George H. Richmond .....	.....
Stanton	Ship	305	Isaac Daggett	Lemuel Tripp
<i>Westport, Mass.</i>				
Mentor	Brig	85	Samuel Lake .....	.....
President	Bark	165	Charles Downs .....	.....
Thomas Winslow	Brig	135	John A. Cornell .....	.....
<i>Falmouth, Mass.</i>				
Awasahonks	Ship	355	Obed Swain	Elijah Swift
<i>Rochester, Mass.</i>				
Franklin	Bark	255	Nathaniel C. Cary	Gideon Barstow & Son..
Lexington	Schooner .....	.....	— Daggett .....	.....
Sopronia	do .....	.....	.....	.....
<i>Nantucket, Mass.</i>				
Aurora	Ship	345	John Hussey .....	.....
Ann	do	365	Isaac Brayton .....	.....
American	do	345	William Wyer .....	.....
Barclay	do	305	William Barney, jr. ....	.....
Columbus	do	344	Peter Coffin .....	.....
Congress	do	335	Thomas Brook .....	.....
Clarkeon	do	385	Alexander D. Bunker .....	.....
George	do	355	Edwin Barnard .....	.....
Hero	do	315	George Alley .....	.....
John Adams	do	295	Shubael Clark .....	.....
Loper	do	315	John Cotton .....	.....
Lydia	do	325	David Swain, 2d .....	.....
Omega	do	365	Frederick B. Chase .....	.....
Planter	do	345	Charles Fisher .....	.....
Phoebe	do	375	William C. Briggs .....	.....
Pacific	do	315	William Plaskett .....	.....
Peru	do	255	Joseph Pease .....	.....
Ploughboy	do	395	Nathan Chase .....	.....
Statira	do	345	Prince Coffin, 2d .....	.....
Sarah	do	495	Benjamin Barney .....	.....
Zone	do	365	John M. Russell .....	.....
<i>Lynn, Mass.</i>				
Atlas	Ship	265	S. H. Gardner .....	.....
<i>Plymouth, Mass.</i>				
Arabella	Ship .....	.....	— Harris .....	.....
<i>Newport, R. I.</i>				
Frederick Augustus	Ship .....	.....	William Kurn	Ruggles & Bush
George Champlin	do .....	.....	Fordin Haskell	H. Ruggles & Son
<i>Warren, R. I.</i>				
Miles	Ship .....	.....	— Tobey .....	.....
North America	do .....	.....	— Pickens .....	.....
<i>Providence, R. I.</i>				
C. Burdick	Brig .....	.....	— Kelley .....	.....
<i>Hudson, N. Y.</i>				
America	Ship .....	.....	— Cottle	S. G. Macey
Alexander Mansfield	do .....	.....	— Bennett	do
Meteor	do .....	.....	— Crosby .....	.....
<i>Sag Harbor, N. Y.</i>				
Argonaut	Ship .....	.....	.....	.....
American	do	285	— Jones .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic.	June 5	May 1, 1831	Probably returned late in 1830.
do	May 23	.....	.....	.....	.....
do	May 15	Nov. 23, 1832	2, 200	.....	.....
Cape de Verdes	May 13	Nov. 5, 1830	330	
Pacific Ocean .	Apr. 23	May 7, 1832	.....	.....	.....
Cape de Verdes	Oct. 21	June 29, 1831	.....	.....	.....
Pacific Ocean ..	Nov. 6	Nov. 1, 1833	2, 000	Built in Falmouth 1830.
Brazil	July 3	May 21, 1831	1, 750	Sailed 1830; was lost at sea Aug. 17.
Atlantic .....	.....	Sept. 24, 1830	70	.....	.....
Pacific Ocean ..	May 7	Apr. 25, 1833	2, 130	Built at New York.
do	June 13	Apr. 22, 1833	2, 824	.....	.....
do	Sept. 15	Oct. 29, 1833	1, 474	220	.....
Brazil	May 27	May 9, 1831	40	1, 100	
do	Apr. 10	Apr. 18, 1831	220	1, 550	.....
do	June 22	Oct. 5, 1831	540	1, 360	.....
Pacific Ocean ..	Aug. 23	Apr. 13, 1834	2, 960	
Brazil	July 29	Mar. 1, 1832	.....	2, 140	.....
Pacific Ocean ..	Oct. 27	Apr. 26, 1833	2, 240	.....	.....
Brazil	July 18	Mar. —, 1831	80	1, 180	
Pacific Ocean ..	Dec. 30	Aug. 19, 1832	2, 170	.....	.....
do	Dec. 5	Jan. 20, 1833	2, 120	100	.....
do	June 27	Jan. 6, 1833	2, 570	90	Captain Briggs died on the voyage.
Brazil	Nov. 1	Feb. 8, 1832	.....	2, 600	14, 000
Pacific Ocean ..	May 28	Nov. 5, 1833	2, 131	.....	.....
Brazil	July 11	May 27, 1831	20	1, 780	
do	July 12	Apr. 2, 1831	134	1, 420	.....
Pacific Ocean ..	Oct. 16	Mar. 5, 1834	1, 741	.....	.....
do	May 7	Oct. 27, 1833	1, 104	
do	Aug. 11	Jan. 14, 1834	2, 093	.....	.....
do	June 27	Sept. 29, 1833	2, 430	.....	.....
Brazil	June 26	'30 or early '31	Bought from New York, 1830.
Pacific Ocean ..	Sept. 3	Apr. —, 1834	200	2, 100	
Pacific Ocean	Oct. 12, 1833	1, 600	
do	Aug. —	July 24, 1833	1, 800	.....	.....
South Atlantic	Mar. 24, 1831	1, 200	
South Seas	July 16	Feb. 7, 1832	.....	Full.	.....
Pacific Ocean ..	Dec. 2	
Pacific Ocean ..	Aug. 3	Apr. 23, 1833	3, 200	Probably sold 1830. Captain Claaby killed by a whale 1832.
South Atlantic	June —	Mar. 31, 1831	120	2, 200	1, 600	
Patagonia	July 24	June 16, 1831	1, 800	Returned in August leaky and condemned.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1830.				
<i>Sag Harbor, N. Y.—Continued.</i>				
Henry	Ship	333	.....	.....
Hannibal	do	306	— Parker	.....
Nimrod	do	...	— Halsey	.....
Neptune	do	...	— Post	.....
Phoenix	do	...	.....	.....
Potoai	do	...	.....	.....
Thames	do	356	— Cooper	.....
Thorn	do	291	— Howell	.....
<i>Stonington, Conn.</i>				
Francis	Ship	231	— Burdick	.....
<i>New London, Conn.</i>				
Ann Maria	Ship	366	— Chester	.....
Connecticut	do	396	— Smith	.....
Com. Perry	do	271	C. Holmes	.....
Electra	do	346	— Griffing	.....
Flora	do	331	F. Smith	.....
Friends	do	403	— Blydenburg	.....
Jones	do	353	— Cararly	.....
John & Edward	do	311	— Allen	.....
Mentor	do	466	— Butler	.....
Manchester Packet	do	176	— Fordham	.....
Neptune	do	261	— Richards	.....
Phoenix	do	404	J. Smith	.....
Superior	do	401	— Fitch	N. & W. W. Billings
Stonington	do	351	— Pearson	.....
Wabash	do	251	C. Butler	.....
<i>Bristol, R. I.</i>				
America	Ship	...	— Grinnell	.....
Ann	do	...	— Wilcox	.....
Essex	do	206	— Mayhew	.....
Leonidas	do	...	— Cleaveland	.....
<i>Edgartown, Mass.</i>				
Almira	Ship	...	— Eldredge	.....
Planter	Brig	...	— Pease	.....
1831.				
<i>New Bedford, Mass.</i>				
Amanda	Ship	...	.....	.....
Abigail	do	306	Benjamin Clark	C. W. Morgan
Averick	do	...	Edward Swain	.....
Barclay	do	241	Alex. Coffin, 2d	William R. Rotch & Co
Bramin	Bark	241	W. P. Haskins	.....
Brighton	Ship	353	Robert Tuckerman	W. T. Russell & Co
Brandt	do	311	Warren Howland	.....
Courier	do	211	Thomas Severance	.....
Com. Decatur	do	241	Seth D. Fisher	.....
Condor	do	341	Richard G. Luce	.....
Cicero	do	251	William Hussey	.....
Chili	do	211	David Collins	.....
Canton	do	40	Abram Gardner	Jireh Perry
Ceres	do	37	Moses Samson	Phillips & Russell
Corinthian	do	40	Timothy Upham	George Howland
Dragon	do	...	Isaac Thacher	.....
Emerald	do	351	Clement Norton	.....
Equator	Bark	26	Benjamin F. Riddell	L. Standish & Son
Endeavour	Ship	21	Richard Flanders	.....
Enterprise	do	291	Samuel Tilton, jr	Alfred Gibbs
Forrester	Bark	...	Charles B. Ray	.....
Frances	Ship	367	John Briggs	.....

* Vessels from Dartmouth, Westport, Rochester, Fairhaven, and

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Brazil.....		May 14, 1831	300	1,800		
South Atlantic.....		Feb. 25, 1831	90	1,900		
Tristan.....		Mar. 23, 1831	90	1,600		
Brazil.....		May 14, 1831	300	1,200		
do.....		—, 1831		2,400		
do.....		May 14, 1831		1,500		
do.....		Apr. 16, 1831		1,700		
Patagonia.....		May 20, 1831		1,450		
 Brazil.....		May —, 1831	2	185	1,200	
 South Seas.....	June 26	Nov. 9, 1831	201	1,985		
do.....	June 9	May 10, 1831	25	1,48		
do.....	July 9	May 21, 1831	186	93	8,000	
do.....	July 15	May 9, 1831		927		
Tristan.....	June 24	Feb. 16, 1831	65	2,02	22,000	
Pacific Ocean.....	Aug. 25	Jan. 17, 1834	1,39	2		
South Seas.....	June 5	Mar. 23, 1831		1,70		
do.....	July 1	Aug. 20, 1831	12	2,06	15,000	
do.....	June —	Feb. 27, 1832	24	2,60		
do.....	July 1	June 12, 1831	2	947		
do.....	June 9	Feb. 20, 1831	8	1,82		
Pacific Ocean.....	Aug. 8	Nov. 25, 1833	2,97			
do.....	Aug. 12	July 26, 1833	2,95			
South Seas.....	July 6	June 20, 1831	23	1,27	11,000	
do.....	July 15	Apr. 25, 1831		1,48		
 Tristan.....		Mar. 25, 1831		1,50		Anson Grinnell, first mate, lost overboard March 1830.
Brazil.....		May —, 1831	100	80		
Patagonia.....		June 20, 1831		1,100		
Pacific Ocean.....		Aug. 8, 1831	2,500			
 Pacific Ocean ..		Aug. 8, 1833	1,600			Captain Eldredge was left at Oahu, sick. Captured by Don Miguel's squadron, carried into Lisbon and condemned.
Atlantic ..						
 Pacific Ocean ..	Nov. 19	Feb. 26, 1832				
do.....	Nov. 23	June 12, 1835	2,25			Captain Swain died at Payta June 21, 1833. Ship chartered as a freighter from Valparaiso to New York. Mate taken out of boat by a foul line, 1832.
do.....	Apr. 26	June 22, 1834	1,200			
Cape Good Hope ..	Jan. 7					
Pacific Ocean ..	Nov. 25	Mar. 20, 1831	2,50			Bought from New York, 1831.
South Atlantic ..	July 16	Feb. 25, 1831		Full		
do.....	Apr. 15	Mar. 8, 1832	10	1,500		
do.....	May 2	Mar. 13, 1831				
Brazil.....	July 1	Apr. 22, 1832	154	2,53		
South Atlantic ..	Aug. 15	Jan. 7, 1833				
do.....	Aug. 1	Mar. 25, 1832		1,700	1,200	
Pacific Ocean ..	Aug. 19	May 31, 1834	2,800			
South Atlantic ..	Oct. 4	Feb. 25, 1832		1,400		
Pacific Ocean ..	Nov. 7	Apr. 29, 1835	1,900			Bought from New York, 1831. Captain Upham and his boat's crew were seized by the natives of the Friendly Islands; only released by giving up ship's cannon.
 Atlantic ..	Feb. 5					
South Atlantic ..	June 25	Feb. 27, 1832				
Pacific Ocean ..	July 10	Apr. 24, 1833	1,500			
Tristan.....	Jul. 30	Mar. 31, 1832		1,200		
Pacific Ocean ..	Aug. 2	July 17, 1834	2,300			
do.....	Mar. 5	Aug. 2, 1833	1,650			Probably of Dartmouth. * See Dartmouth
South Atlantic ..	July 30	Apr. 21, 1832		1,400		

New Bedford all cleared at the New Bedford custom-house.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1831.				
<i>New Bedford, Mass.—Continued.</i>				
George Porter	Ship	285	Clement Hammond	
Grand Turk	do	323	Stanton Burtoh	
General Pike	do	313	William Adams	
Gratitude	do	336	— Fisher	
Gideon Howland	do	378	Jireh Shearman, jr	
Hercules	do	334	Albert G. Goodwin	
Heaper	Bark	261	George F. Brown	Charles W. Morgan
Herald	Ship	303	Frederick Ricketson	
Hibernia	do	327	Henry Pease, 2d	
Hope	do	26	Benjamin Price	
Honqua	do	338	Valentine Pease, jr	
Isabella	do	410	Joseph Taber, jr	
Independence	do	318	Frederick A. Chase	
Isaac Howland	do	399	William Austin	J. & J. Howland
Iris	do	311	Edward W. Coffin	
Java	do	285	Henry Colt	
John Adams	do	28	Thomas B. Swain	
Lancaster	do	382	Obed N. Swift	Jireh Perry
Liverpool	do	305	Ellin Russell	
Mayflower	do	—	Isaac Swain	John C. Haskell
Mercator	do	246	Jonathan Fisher	
Magnolia	do	396	George B. Worth	Andrew Robeson
Mentor	Brig	89	Peleg Cornell	
Minerva	Ship	—	Joseph B. Leonard	
Maria Theresa	do	—	— Fisher	
Midas	do	329	Alexander Waggoner	
Mentor	do	213	Edward C. Barnard	William R. Rodman
Mercury	do	339	William Swain	I. Howland, jr., & Co.
Maria	do	302	Isaac G. Hedge	S. Rodman, jr
Nautilus	do	340	Hiram Weeks	
Nye	do	—	Isaiah Burgess	
Octavia	Bark	257	Granville Manter	
Phenix	Ship	323	Charles Stetson	J. A. Parker & Son
Parthian	Brig	119	Charles B. Hammond	A. & N. B. Gibbs
Pioneer	Bark	—	Benjamin Ellis	Coggeshall & Russell
Phocion	Ship	267	James C. Swain	
Persia	do	240	William Handy, jr	
Parker	do	400	Charles F. Brown	John A. Parker & Son
Pocahontas	Brig	141	Step. Howland, jr.	
Richmond	Ship	291	John Tucker	I. Howland, jr., & Co.
Russell	Bark	301	Shubael Worth	Benjamin Rodman
Robert Edwards	Ship	357	Edward Howland	
Rajah	Bark	249	Joseph Bennett, jr	
South Carolina	Ship	—	James Maxfield	
Two Brothers	do	288	Clement P. Covell	
Triton	do	300	Reuben Chase, 2d	
Tobacco Plant	do	270	Henry Tracy	
Trident	do	448	Peleg H. Stetson	J. A. Parker & Sons
Timoleon	do	346	Joshua Bunker	William T. Russell
William Rotch	do	288	Charles E. Waterman	
William & Eliza	do	321	Frederick H. Barnard	
Zephyr	do	361	David L. Adams	
<i>Fairhaven, Mass.</i>				
Albion	Ship	320	John E. Coggeshall	
Arab	Bark	276	Samuel Bunker	Alden D. Stoddard
Charles Drew	Ship	344	Robert F. Fosdick	Lemuel Tripp
Columbus	do	381	Gustavus A. Baylies	
Cadmus	do	320	Frederick C. Taber	Atkins Adams
Friendship	do	364	George R. Merchant	Gibbs & Jenney
Favorite	Bark	293	Bradford Hathaway	
Heroine	Ship	—	Benjamin R. C. Wilson	
Herald	do	262	Isaiah West	
Isabella	do	242	Ivory C. Albert	E. Sawin
Java	do	291	William Ritchie	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
South Atlantic	Apr. 6	Feb. 28, 1833	60	1,800	.....
do	Apr. 8	Mar. 13, 1833	.....	.....	.....
Tristan	Mar. 11	Mar. 7, 1833	.....	.....	.....
Pacific Ocean	Aug. 30	May 22, 1835	.....	.....	.....
do	Nov. 9	Dec. 4, 1834	3,100	.....	.....
South Atlantic	May 2	Feb. 25, 1832	.....	2,500	.....
Pacific Ocean	May 9	Sept. 5, 1834	1,400	.....	.....
South Atlantic	July 5	Mar. 3, 1832	.....	1,000	.....
do	July 9	Mar. 8, 1832	.....	1,800	.....
do	July 12	May 17, 1832	.....	.....	.....
Pacific Ocean	Dec. 13	May 11, 1835	.....	.....	.....	Lost a man overboard, and in saving him lost second and third mates, two boat-steerers, and two men.
do	Apr. 13	Apr. 29, 1835	1,300	.....	.....
do	Aug. 29	Apr. 27, 1835	100	1,750	.....
do	Nov. 28	Jan. 25, 1835	.....	.....	.....
do	Dec. 17	May 11, 1835	1,500	.....	.....
South Atlantic	June 10	Mar. 14, 1832	.....	1,900	.....
Pacific Ocean	Aug. 19	Apr. 6, 1835	900	.....	.....
do	June 18	May 27, 1834	2,200	.....	.....
South Atlantic	Aug. 26	Feb. 10, 1833	.....	.....	.....
Pacific Ocean	May 2	July 13, 1834	2,000	.....	.....
Tristan	May 31	Feb. 26, 1832	100	1,300	.....
Pacific Ocean	Jan. 1	June 15, 1834	3,400	.....	.....
Bahamas	Mar. 28	.....	.....	.....	.....	Capsized in a squall in 1831; two men lost. The crew took to the boats and were picked up by a Kennebec vessel.
Tristan	July 4	Mar. 26, 1833	90	2,510	.....
Pacific Ocean	Oct. 27	Apr. 5, 1835	1,400	.....	.....
South Atlantic	July 8	Mar. 8, 1832	.....	.....	.....
do	July 20	.....	.....	.....	.....	Lost on Pelew Islands May 21, 1832; first mate and ten men lost.
Pacific Ocean	Aug. 28	Sept. 25, 1833	2,600	.....	.....
do	Aug. 25	May 11, 1834	800	.....	.....
do	July 29	July 28, 1834	2,600	.....	.....
do	Nov. 12	.....	.....	.....	.....
Pacific Ocean	Aug. 14	Mar. 24, 1835	1,600	.....	.....
do	June 17	June 19, 1834	2,000	.....	.....
Guinea	June 28	July 27, 1832	150	.....	.....
Atlantic	Jan. 20	Mar. 15, 1832	200	1,500	.....
Brazil	Mar. 1	May 14, 1832	160	2,100	.....
Pacific Ocean	July 29	Oct. 8, 1834	1,700	.....	.....	Captain Swain died January 3, 1832.
do	Oct. 6	Feb. 24, 1835	3,150	.....	.....	Built, 1831, at Fairhaven.
Africa	Oct. 12	Aug. 3, 1832	.....	.....	.....
Pacific Ocean	Aug. 13	Jan. 21, 1835	2,000	.....	.....
do	Nov. 9	July 20, 1834	2,300	.....	.....
do	Nov. 25	May 3, 1835	2,200	.....	.....	H. H. Howland, 3d mate, killed 1831.
do	Dec. 19	May 11, 1834	.....	.....	.....
South Atlantic	July 19	Feb. 22, 1832	.....	2,000	.....
do	June 15	Feb. 7, 1832	65	2,035	.....
Pacific Ocean	June 17	Aug. 11, 1834	2,000	.....	.....
South Atlantic	Feb. 5	Mar. 9, 1832	.....	Full.	.....
Pacific Ocean	July 23	June 12, 1834	2,400	.....	.....
do	Dec. 17	July 5, 1835	1,700	.....	.....
do	Aug. 10	May 11, 1835	1,500	150	.....
do	Nov. 22	Feb. 25, 1835	.....	.....	.....
South Atlantic	Mar. 3	Mar. 14, 1833	150	1,750	.....
East Cape	July 18	Feb. 12, 1832	.....	2,000	.....
Pacific Ocean	Oct. 14	Dec. 17, 1834	1,343	.....	.....
do	Apr. 30	Aug. 21, 1834	2,044	.....	.....
South Atlantic	June 1	Mar. 8, 1832	.....	2,000	.....
Pacific Ocean	May 23	Apr. 1, 1834	2,313	.....	.....
do	Dec. 8	Apr. 29, 1835	1,889	.....	.....	Bought from Salem, 1831.
South Atlantic	July 30	Sept. 26, 1832	150	1,600	.....
do	June 9	Feb. 27, 1832	.....	Full.	.....
do	July 20	Feb. 22, 1832	
Pacific Ocean	Dec. 2	July 15, 1834	2,000	
East Cape	June 10	

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Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1831.				
<i>Fairhaven, Mass.—Continued.</i>				
Leonidas	Ship .....	.....	John H. Pease .....	.....
Oregon	do	307	Nathan F. Delano	L. Tripp
Pindus	Bark	193	John C. Daggett .....	.....
South Boston	Ship .....	.....	Sheffel Reed .....	.....
<i>Nantucket, Mass.</i>				
Alexander	Ship	421	Jonathan Swain, 2d .....	.....
Barclay	do	301	William Barney, jr	Griffin Barney
Baltic	do	410	William Chadwick	P. H. Folger
Columbus	do	344	Peter Coffin	Richard Mitchell
Constitution	do	318	Frederick Arthur	C. G. & H. Coffin
Catharine	do .....	.....	Joseph M. Chase	Jared Coffin
Eagle	do	335	Joseph Pease	David Joy
Franklin	do	309	George Prince .....	.....
<i>Fame</i>				
Fame	do	374	Seth Worth .....	.....
<i>John Adams</i>				
John Adams	do	296	Shubael Clark	Griffin Barney
Lima	do	286	Oliver P. Winslow .....	.....
Mary	do .....	.....	David Paddock .....	.....
Mary Mitchell	do	354	Elihu Coffin .....	.....
Peru	do	257	William Brooks, jr	David Joy, jr
Pacific	do	314	William Plasket	Paul Mitchell
Phoenix	do	323	Sanford Wilber	T. & P. Macy
President	do	293	Seth Cathcart	Joseph Starbuck
Rose	do	350	Obed Starbuck	do
<i>Richard Mitchell</i>				
Richard Mitchell	do	386	James Gwinn	P. Mitchell & Sons
Spartan	do	333	David U. Coffin	Daniel Jones
Swift	do	456	Barzillai Coffin .....	.....
Weymouth	do	329	Moses Harris .....	.....
<i>Stonington, Conn.</i>				
Charles Adams	Ship .....	.....	Palmer .....	.....
Courier	Schooner .....	.....	Barnard .....	.....
Francis	Ship .....	.....	Brewster .....	.....
<i>Edenton, N. C.</i>				
Robert	Sloop .....	.....	.....	.....
<i>Provincetown, Mass.</i>				
Fair Play	Schooner .....	.....	.....	.....
<i>Dartmouth, Mass.</i>				
Forrester	Bark .....	.....	Charles B. Ray	Sears & Howland
<i>Westport, Mass.</i>				
Elizabeth	Bark .....	.....	Peter Hussey, 3d .....	.....
Industry	Brig .....	.....	Soule .....	.....
Mexico	do	130	Job Davis .....	.....
Thomas Winslow	do	135	Samuel Lake .....	.....
<i>Rochester, Mass.</i>				
Dryade	Bark .....	.....	Nathaniel C. Carey .....	.....
Franklin	do	251	Prism P. Brock .....	.....
Lexington	Schooner .....	.....	Daggett .....	.....
Laurel	do .....	.....	Taber	Gideon Barstow
<i>Providence, R. I.</i>				
Olive Branch	Ship .....	.....	Cook .....	.....
<i>Lynn, Mass.</i>				
Atlas	Ship	242	S. H. Gardner	Hesekiah Chase
Louisa	do	382	I. Townsend	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Dbls.</i>	<i>Dbls.</i>	<i>Lbs.</i>	
South Atlantic	July 6	Feb. 27, 1832	.....	1,700	.....
Pacific Ocean	Dec. 20	July 10, 1834	2,000	.....	.....
South Atlantic	June 15	Mar. 28, 1832	.....	1,200	.....
....do	July 16	Feb. 12, 1832	.....	2,000	.....
Pacific Ocean	Oct. 20	Sept. —, 1834	1,416	.....	.....	Sold to New Bedford.
South Atlantic	July 1	May 8, 1832	.....	1,390	.....
Pacific Ocean	Sept. 20	Apr. 29, 1835	2,322	.....	.....
Atlantic	May 26	Mar. 26, 1832	15	1,896	.....
....do	June 9	Apr. 11, 1832	131	1,492	.....
Pacific Ocean	July 21	Jan. 17, 1835	2,696	.....	.....	Built at Mattapoisett 1832.
Atlantic	July 20	Mar. 30, 1832	90	1,510	.....
Pacific Ocean	June 27	.....	.....	.....	.....	Captain Prince, the mate, and five men died of scurvy; Matthew Clark, a boat-steerer, took command. Lost on the coast of Brazil. Saved 400 barrels sperm.
Atlantic	July 24	Apr. 22, 1832	74	1,731	.....	Third mate, F. W. Ramsdell, drowned by a foul line, 1831.
Pacific Ocean	June 9	Apr. 22, 1832	105	1,148	.....
....do	May 21	May 11, 1834	1,637	.....	.....
....do	July 20	Mar. 21, 1835	2,612	19	.....	Built, 1831, at Rochester.
....do	July 25	Jan. 22, 1835	1,897	.....	.....	Third mate died of scurvy, 1834.
Atlantic	May 26	Mar. 27, 1832	109	1,405	.....
....do	Aug. 17	May 8, 1832	107	1,568	.....
Pacific Ocean	Oct. 10	Jan. —, 1834	2,205	.....	.....
....do	Nov. 20	Apr. 14, 1834	1,630	.....	.....	Stranded on the bar going out; got off and taken into the harbor July 31, 1832; refitted and sailed 1833.
....do	Nov. 12	Nov. 16, 1834	1,950	.....	.....
....do	Dec. 4	Dec. 31, 1834	2,140	.....	.....
....do	Aug. 3	Oct. 24, 1834	1,868	.....	.....
....do	Sept. 30	Feb. 15, 1835	1,552	.....	.....	Broken up at Nantucket, 1835.
South Atlantic	Sept. 1	.....	.....	.....	.....
....do	Sept. 1	.....	.....	.....	.....	Tender to C. Adams.
Brazil	July 6	.....	.....	.....	.....
Atlantic	Apr. 19	—, 1831	.....	.....	.....	Took one large whale.
....do	.....	.....	.....	.....	.....	Reported with 130 sperm.
Pacific Ocean	Mar. 5	Aug. 2, 1833	1,850	.....	.....
Brazil	July 2	Apr. 24, 1832	.....	1,900	.....
Cape de Verde	.....	Nov. 4, 1831	220	.....	.....
....do	Apr. 5	Nov. 1, 1831	.....	.....	.....
Cape Good Hope	Aug. 30	.....	.....	.....	.....
South Atlantic	July 13	Mar. 28, 1832	.....	1,550	.....
....do	July 20	Apr. 23, 1832	.....	1,400	.....
Atlantic	.....	July 15, 1831	20	.....	.....
....do	.....	Aug. 4, 1831	90	40	.....
Cape de Verde	Nov. 3, 1831	140	Credited to Providence, R. I., but probably belongs to Provincetown, Mass.
South Atlantic	May 25	1831 or 1832	
....do	June 23	Feb. 25, 1832	1,900	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1831.				
<i>Falmouth, Mass.</i>				
Brunette	Bark	200	— Cottle	Elijah Swift
Pocahontas	Ship	350	Joseph Swift	do
Uncas	do	400	Henry C. Bunker	do
<i>Newport, R. I.</i>				
John Coggeshall	Ship	...	S. W. Macy	Bush & Clarke
<i>Boston, Mass.</i>				
Jasper	Ship	350	B. S. Adams	Atkins Adams
<i>Bristol, R. I.</i>				
America	Ship	...	— Grinnell .....	...
Ann	do	...	— Lambert .....	...
Essex	do	...	— Mayhew .....	...
Gov. Fenner	do	...	— Swain	W. E. Norris
<i>New London, Conn.</i>				
Com. Perry	Ship	270	— Hobron .....	...
Chelsea	do	...	— Davis .....	...
Caledonia	do	...	— Smith .....	...
Connecticut	do	390	Paul Burgess .....	...
Electra	do	348	— Caverly .....	...
Flora	do	338	— Allen .....	...
Julius Cæsar	do	...	— Smith .....	...
Jones	do	332	— Fish .....	...
Mentor	do	...	— Flanders .....	...
Neptune	do	285	do .....	...
Do	Schooner	...	Richards .....	...
Stonington	Ship	351	...	...
Wabash	do	250	— Sayer .....	...
The Jason, Captain Coit, (E. M. Frink & Co.,) arrived May 31, 1835, from Pacific Ocean, full. Probably sailed 1831-'32.				
<i>Sag Harbor, N. Y.</i>				
Acasta	Ship	...	— Allen .....	...
Arabella	do	366	— Pearson .....	...
Argonaut	do	...	...	...
Columbia	do	285	— Hand .....	...
Cadmus	do	310	— Howell .....	...
Hannibal	do	309	...	...
Henry	do	333	...	...
Marcus	do	283	— Greene .....	...
Neptune	do	...	...	...
Nimrod	do	...	...	...
Potosi	do	...	— Griffin .....	...
Phoenix	do	...	— Greene .....	...
Thames	do	...	— Hand .....	...
Thorn	do	...	— Howell .....	...
Telegraph	do	...	— Sayer .....	...
Triad	do	...	N. Case	H. & N. Corwin
Xenophon	do	...	— Griffin .....	...
<i>Warren, R. I.</i>				
Benjamin Rush	Ship	384	...	Child & Driscoll
Magnet	do	...	— Brown	Joseph Smith
Miles	do	...	— Champlin .....	...
Rosalie	do	...	— Stillwell .....	...
Warren	do	...	— Mayhew	J. Smith, jr
<i>Salem, Mass.</i>				
Isette	Bark	...	— Holt .....	...

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean..	Jan. —	Mar. 20, 1834	<i>Bbls.</i> 800	<i>Bbls.</i>	<i>Lbs.</i>	
...do	July 10	Apr. 23, 1835	1,700	.....	.....
...do	Nov. 9	—, 1835	2,900	.....	.....
...do		Mar. 29, 1835	1,500	.....	.....	Built 1834.
South Atlantic	June 29	.....	.....	.....	.....
South Atlantic	.....	Mar. 23, 1832	.....	1,500	15,800	
Tristan	Aug. 19	June 8, 1832	.....	1,650	.....
...do	Aug. 7	.....	.....	.....	.....
Pacific Ocean..	Jan. —	Apr. 3, 1834	1,800	.....	.....
...do	June 20	.....	.....	.....	.....
Pacific Ocean..	June 20	Sept. 5, 1834	2,150	.....	.....
...do	May —	June 16, 1835	2,800	.....	.....
...do .....	.....	.....	.....	.....	.....	Captain Burgess killed while fast to a whale, September, 1831.
East Cape	June 20	.....	.....	.....	.....
Apr. —	Feb. 21, 1832	50	2,300	30,000	.....
South Atlantic	.....	Feb. 6, 1832	300	2,000	.....
...do	May 23	.....	.....	.....	.....
South Atlantic	.....	Mar. 13, 1832	100	1,200	.....
...do	Apr. —	Dec. —, 1832	.....	Full	.....
...do	May 25	.....	.....	.....	.....
Brazil .....	.....	Apr. 8, 1832	.....	2,000	.....
...do	June 23	Mar. 26, 1832	.....	1,800	.....
South Atlantic	July 24	.....	.....	.....	.....
Pacific Ocean..	.....	Apr. 28, 1833	2,800	.....	.....
South Atlantic	.....	Mar. 21, 1832	.....	2,000	.....
Brazil	July 30	.....	.....	.....	.....
South Atlantic	.....	Mar. 3, 1832	.....	Full	.....
...do	May 23	Feb. 24, 1832	.....	1,900	.....
Brazil	July 30	Apr. 1, 1832	.....	2,300	.....
...do	July 30	Feb. 21, 1832	.....	1,800	16,000	
Africa .....	.....	Apr. 1, 1832	.....	2,450	.....
South Atlantic	.....	Feb. 24, 1832	.....	.....	.....
Brazil	Aug. 13	.....	.....	.....	.....	Belonged to Greenport; lost at Falklands, March, 1832. Had 1,400 whale; saved 600.
...do	July 30	Apr. 1, 1832	.....	2,500	.....
South Atlantic	.....	Mar. 3, 1832	.....	2,000	.....
Brazil	July 9	Mar. 27, 1832	.....	1,950	.....
Pacific Ocean..	.....	June 19, 1834	2,900	.....	.....
Brazil	July 30	June 8, 1832	.....	3,000	.....
Pacific Ocean..	.....	Oct. 17, 1834	.....	.....	.....	Belonged to Greenport.
Tristan .....	.....	Jan. 3, 1833	400	2,000	.....	Formerly in Canton trade; built at Philadelphia, 1814.
Pacific Ocean	Sept. 3	Feb. 20, 1835	1,700	.....	.....
Tristan	June 2	Apr. 2, 1832	1,150	1,200	.....
Pacific Ocean..	June 2	Sept. 6, 1834	1,700	.....	.....
...do	June 12, 1834	2,300	
South Atlantic	Mar. 13	Mar. 24, 1832	100	1,500	Built at Newmarket, N. H.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1831.				
<i>Hudson, N. Y.</i>				
Alexander Mansfield	Ship .....	.....	— Nells .....	.....
Henry Astor	do .....	.....	— Rawson .....	.....
Martha	do .....	.....	.....	.....
Washington	do .....	.....	— Barrett .....	.....
<i>Edgartown, Mass.</i>				
George and Martha	Ship .....	.....	— Lawrence .....	.....
Loon	do .....	.....	— Luce .....	.....
Meridian	do .....	.....	— Fisher .....	.....
Robert	Sloop .....	.....	— Osborne .....	.....
1832.				
<i>New Bedford, Mass.</i>				
Amanda	Bark	217	Latham Cross, jr	George Howland
Ann Alexander	Ship	25	James Shepherd	John A. Parker & Son
Amethyst	do	350	Jonathan Fisher	Gideon Allen
Bramin	Bark	245	Herman N. Stuart .....	.....
Brandt	Ship	316	Francis Nell .....	.....
Com. Decatur	do	247	Seth D. Fisher	N. Leonard & Co
Coral	do	376	William Whitten, jr	Gideon Allen
China	do	376	Russell Maxfield .....	.....
Cambria	do	36	George Crocker	William T. Russell
Columbus	do	312	Tristram D. Pease	William R. Rodman
Ceres	do	325	Elihu Gifford	do
Courier	do	29	Thomas Severance	A. & N. B. Gibbs
Do	do	381	William B. Cash .....	.....
Chill	do	291	David Collins .....	.....
Condor	do	349	Richard G. Luce	Charles W. Morgan
Endeavour	do	234	Edward Soule .....	.....
Eagle	do	339	Jonathan Nye	T. & A. R. Nye
Emerald	do	329	Clement Norton	T. Riddell
Francis	do	377	John Briggs .....	.....
Falcon	do	27	Joseph Barker	William R. Rotch & Co
Frances	do	342	Obed Alley .....	.....
George and Martha	Bark	275	Francis Sayer .....	.....
Grand Turk	Ship	334	Abraham T. Eddy .....	.....
Gen. Pike	do	313	William Adams	Oliver Crocker
George Porter	do	283	Clement Hammond	T. Riddell
Golconda	do	330	Joseph Covell	George Howland
George	do .....	.....	Nehemiah West .....	.....
Heracles	do	290	Peter F. Chase	D. R. Greene
Hydaspe	do	31	Owen Hillman .....	.....
Hector	do	38	John C. Morse .....	.....
Hope	do	28	Benjamin Price .....	.....
Herald	do	274	Frederick Rickotson .....	.....
Heracles	do	314	Albert G. Goodwin .....	.....
Huntress	do	391	Francis Post	Alfred Gibbs & Co
Hibernia	do	327	Henry Pease, 2d .....	.....
Hope	do	311	Charles G. Smith	George Howland
Java	do	285	Henry Colt	do
John	do	36	Andrew Almy .....	.....
John Howland	do	376	Jonathan Haffards .....	.....
London Packet	do	28	Howes Norris .....	.....
Milton	do	38	John A. Howland .....	.....
Milwood	do	254	Charles H. Taber	Gideon Allen
Mercator	do	246	Anson Churchill	J. A. Parker & Son
Midas	do	32	Alexander Waggoner .....	.....
Messenger	do	277	Peter Hussey .....	.....
Mary Ann	Brig	171	Joseph Crocker	William P. Grinnell
Mercury	Ship	339	Joseph B. Leonard .....	.....
Mary	do .....	.....	Richard Weeden .....	.....
Norfolk	do	275	John H. Pease	J. A. Parker & Son
Nye	do	211	Ezra Smith	T. & A. R. Nye
Ospray	Bark	169	William Calder .....	.....
Orozimbo	Ship	58	Caleb Kempton .....	.....
Pioneer	Bark	231	Benjamin Ellis .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic	June 20	Feb. 26, 1832	.....	2, 060	.....	Built at New York, 1830.
Pacific Ocean.	Nov. 25	Jan. 18, 1835	2, 260	.....	.....
Pacific Ocean.	May 16	Jan. —, 1834	.....	.....	.....
do		Apr. 28, 1835	3, 100	.....	.....
do	Apr. 23	May 25, 1834	Full	.....	.....
do		June 18, 1834	2, 800	.....	.....
Atlantic		June 16, 1831	35	.....	.....
South Atlantic	Apr. 25	.....	.....	.....	.....	Condemned at Mahe, 1834; had 600 sperm.
Pacific Ocean.	Aug. 2	Dec. 21, 1835	1, 680	17	.....	Captain Fisher died 1834.
do	Sept. 6	Dec. 21, 1835	1, 635	.....	.....
South Atlantic	Apr. 10	Feb. 4, 1834	.....	2, 000	.....
do	May 26	Apr. 14, 1833	.....	1, 450	.....
do	May 16	Mar. 7, 1833	.....	1, 350	.....
Pacific Ocean.	May 26	May 31, 1835	2, 450	.....	.....	Second mate lost overboard, 1832.
South Atlantic	May 10	Apr. 29, 1833	90	2, 100	.....
Pacific Ocean	June 2	Oct. 3, 1835	1, 934	.....	.....
South Atlantic	Apr. 18	Sept. 21, 1835	1, 625	.....	.....
do	Aug. 3	Jan. 27, 1833	800	2, 200	2, 000	
do	June 17	Apr. 7, 1833	70	1, 234	.....
Pacific Ocean.	June 30	.....	.....	.....	.....
South Atlantic	July 3	May 6, 1833	.....	1, 500	.....
do	July 14	May 27, 1833	70	2, 100	.....
do	May 23	Mar. 22, 1833	.....	1, 200	.....
do	June 18	Feb. 10, 1833	.....	2, 200	.....
do	July 5	Mar. 12, 1833	.....	1, 200	.....
do	June 21	Apr. 23, 1833	.....	2, 000	.....
do	July 18	Apr. 21, 1833	.....	1, 800	.....
Pacific Ocean.	Dec. 2	Oct. 19, 1835	2, 500	.....	.....
South Atlantic	May 10	.....	.....	.....	.....
do	June 2	Jan. 19, 1834	.....	.....	.....	Davis Luce, second mate, died 1832.
do	June 17	Mar. 14, 1834	.....	.....	.....
do	July 25	Mar. 13, 1833	.....	.....	.....
Pacific Ocean.	Dec. 1	Nov. 5, 1835	.....	.....	.....
do	Dec. 17	Dec. 28, 1835	2, 306	.....	.....	Belongs to Dartmouth; brought from Providence, 1831.
South Atlantic.	Apr. 26	May 6, 1833	.....	.....	.....	Second mate died, 1832.
Tristan	June 13	Apr. 14, 1833	.....	.....	.....
Pacific Ocean	June 21	Oct. 2, 1834	2, 500	.....	.....
South Atlantic	July 2	Apr. 29, 1833	.....	1, 700	.....
do	July 9	May 19, 1833	170	1, 000	.....
do	July 14	May 7, 1833	.....	.....	.....
Pacific Ocean.	Aug. 13	Mar. 13, 1836	1, 538	.....	.....
South Atlantic	Aug. 14	June 17, 1833	.....	.....	.....
Pacific Ocean	Sept. 16	July 21, 1835	2, 710	.....	.....
South Atlantic	June 21	Apr. 28, 1833	90	2, 000	.....
do	June 26	May 9, 1831	.....	.....	.....
Pacific Ocean.	Dec. 2	July 3, 1836	1, 400	.....	.....	Owen Cottle died from injuries caused by a whale, 1833.
do	Nov. 24	Aug. 31, 1835	.....	.....	.....
do	May 2	July 21, 1835	1, 300	100	.....
South Atlantic	May 3	Apr. 2, 1833	20	1, 100	.....	Returned with crew sick with scurvy.
do	May 16	Mar. 18, 1833	.....	850	.....	Returned looking 500 strokes per hour.
do	May 26	Mar. 29, 1833	.....	2, 100	.....
Pacific Ocean.	June 23	July 17, 1835	1, 200	.....	.....
South Atlantic	July 2	Aug. 6, 1833	50	.....	.....
do	July 16	.....	.....	.....	.....
Pacific Ocean	Dec. 1	.....	.....	.....	.....	Lost on Juan Fernandez, 1833.
South Atlantic	July 13	May 13, 1833	.....	1, 400	.....
Pacific Ocean	Nov. 21	Mar. 7, 1836	1, 250	.....	.....
do	May 3	Apr. 23, 1835	
South Atlantic	July 17	Jan. 2, 1833	400	700	
do	May 23	May 12, 1833	150	1, 050	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1832.				
<i>New Bedford, Mass.—Continued.</i>				
Phocion	Ship	265	Joseph Spooner .....	.....
Partblau	Brig	111	Lemuel Drew .....	.....
Pocahontas	do	141	Peter M. Coffin .....	.....
Quito	do	138	James Maxfield .....	.....
Rousseau	Ship	303	Walter Hillman .....	.....
Rebecca Sims	do	400	Barna Coffin	William R. Rodman
Silly Anne	do	312	William H. Cox .....	.....
Stephania	do	315	Elisha Dexter .....	.....
South Carolina	do	392	Edmund Maxfield .....	.....
Tobacco Plant	do	27	Henry Tracy .....	.....
Two Brothers	do	235	Clément P. Covell .....	.....
Victory	do	262	Matthew Mayhew .....	.....
Zephyr	do	361	James B. Wood .....	.....
<i>Fairhaven, Mass.</i>				
Amazon	Ship .....	.....	Arthur Cox	Sawin & Church
Albion	do .....	.....	John E. Coggeshall	E. Sawin
Charles Drew	do .....	.....	David Fosllick .....	.....
Columbus	do .....	.....	David Osborn	Gibbs & Jenney
Herald	do .....	.....	Isaiah West .....	.....
Horvone	do .....	.....	Benj. R. C. Wilson	N. Church
Java	do	291	William Ritchie	Atkins Adams
Jasper	do .....	.....	Burz T. Adams .....	.....
Leonidas	do .....	.....	Charles Fisher	Jenney & Tripp
Maize	do .....	.....	Jared Worth	E. Sawin
Marcia	do .....	.....	Peter Butler, jr. ....	.....
Oscar	do .....	.....	Charles Dawes	E. Sawin
Pindus	Bark .....	.....	Prince Russell .....	.....
Pactolus	Ship .....	.....	Grinnell	I. F. & J. Torry
South Boston	do .....	.....	Road	E. Sawin
<i>Nantucket, Mass.</i>				
Alexander Coffin	Ship	321	David Baker .....	.....
Atlantio	do	321	Elihu Fisher	P. & B. Gardner
Barclay	do	301	William Barney, jr.	Griffin Barney
Congress	do	32	Charles Abrahams .....	.....
Constitution	do	317	James G. Coffin	C. G. & H. Coffin
Columbus	do	344	Reuben Russell, 2d.	Paul Mitchell & Sons
Charles Carroll	do	372	Owen Chase .....	.....
Charles and Henry	do	338	George Joy	C. G. & H. Coffin
Cyrus	do	322	Benj. R. Hussey .....	.....
Eagle	do	31	Charles Smith	David Joy
Enterprise	do	41	John Stetson .....	.....
Franklin	do	240	Joshua Coffin, 2d. ....	.....
Factor	Schooner .....	.....	Macy .....	.....
Fame	Ship	374	Seth Worth	Philip H. Folger
Ganges	do	267	Russell S. Bodfish	W. H. & G. L. Gardner
George	do	332	John C. Cogdson	S. & J. Mitchell
Hazard	Sloop .....	.....	Swain .....	.....
Harvest	Ship	362	Alex'r Pollard	Samuel B. Folger
Howard	do	364	William Worth, 2d.	T. Hussey & Son
John Adams	do	294	Shubael Clark	Griffin Barney
Japan	do	312	William Plaskett	James Athearn
Klugston	do	312	William E. Sherman	Frederick Hussey & Co
Lexington	Schooner .....	.....	Cash .....	.....
Loper	Ship	310	John Cotton .....	.....
Mariner	do	347	Eben Coleman .....	.....
Mount Vernon	do	322	Edwin Coffin .....	.....
Maria	do	367	Alexander Macy .....	.....
Ocean	do	347	Elijah Park	T. & P. Macy
Orbit	do	351	John J. Gardner .....	.....
Ottario	do	352	Edwin Burdard .....	.....
Peruvian	do	318	Benj. Coggeshall	C. Mitchell & Co
Planter	do	340	Reuben Munter	Gilbert Coffin

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic	June 25	Mar. 22, 1833	1,400	Sold part of her cargo at St. Michaels.
do	Aug. 26	Aug. 7, 1834	.....	.....	.....
do	Sept. 8	May 22, 1833	180	.....	.....
Capo de Verde	Aug. 13	Jan. 26, 1831	.....	.....	.....
South Atlantic	July 3	.....	.....	.....	.....
Pacific Ocean	Aug. 26	Dec. 9, 1835	2,300	.....	.....
do	May 21	May 22, 1833	.....	1,650	.....
do	Jan. 9	July 12, 1835	1,500	.....	.....
South Atlantic	July 23	Mar. 24, 1833	.....	.....	.....
do	June 16	Apr. 11, 1834	700	1,000	.....
do	June 30	Mar. 22, 1833	1,900	Full; 350 sperm.
do	June 17	Aug. 3, 1815	1,200	.....	.....
South Atlantic	June 17	Sept. 19, 1833	.....	.....	.....
South Atlantic	July 12	Mar. 20, 1833	200	2,100	.....
do	June 20	Mar. 17, 1833	.....	1,600	.....
Pacific Ocean	Apr. —	Aug. 22, 1834	2,200	.....	.....
South Atlantic	Aug. 5	Mar. 7, 1833	300	2,000	20,000	
do	June 4	Apr. 14, 1833	.....	1,300	.....
do	July 21	Mar. 11, 1833	100	900	.....
Atlantic	June 15	Apr. 22, 1833	350	1,550	.....
South Atlantic	July 1	Built 1832.
do	June 6	Mar. 13, 1833	40	2,060	.....
do	May 10	Jan. 19, 1834	.....	1,050	.....
do	July 3	Apr. 29, 1833	7	2,000	.....
Pacific Ocean	Nov. 21	Mar. 7, 1836	2,250	.....	.....
South Atlantic	June 20	.....	.....	.....	.....
Pacific Ocean	.....	Dec. 20, 1835	1,000	.....	.....
South Atlantic	.....	Feb. 14, 1833	400	2,400	.....
Pacific Ocean	Dec. 25	May 19, 1836	1,940	.....	.....
do	Oct. 9	Sept. 14, 1835	1,850	.....	.....
do	Sept. 3	July 21, 1835	1,000	4	Built 1832 at Nantucket.
do	Jan. 13	Apr. 29, 1835	920	.....	.....
Indian Ocean	June 29	Apr. 21, 1833	.....	1,230	.....
Atlantic	July 7	May 21, 1834	.....	900	.....
Pacific Ocean	Oct. 10	Mar. 3, 1836	2,610	.....	.....
do	Nov. 25	July 7, 1836	2,540	.....	.....
do	Oct. 3	Apr. 21, 1836	1,810	.....	.....
Atlantic	July 8	May 7, 1833	200	723	.....
Pacific Ocean	Dec. 30	June 12, 1836	1,890	.....	.....
Atlantic	May 8	Apr. 12, 1834	920	Captain Stetson left the ship and came home sick.
Naut. Shoals	.....	Sept. 29, 1832	.....	.....	.....
Atlantic	June 10	Mar. 20, 1833	.....	910	.....
Pacific Ocean	June 5	Aug. 24, 1815	1,460	.....	.....
Atlantic	July 31	May 7, 1834	.....	2,100	.....
Gulf of Mexico	Nov. 22	July 17, 1833	90	.....	.....
Pacific Ocean	June 11	Dec. 21, 1835	2,200	.....	.....
do	Sept. 22	May 11, 1835	2,070	.....	.....
Atlantic	July 6	Mar. 14, 1833	224	1,456	.....
Indian Ocean	June 17	May 6, 1834	630	678	First mate, Ammiel Joy, died on the voyage.
Pacific Ocean	Oct. 19	Oct. 3, 1815	484	.....	.....
South Atlantic	.....	Sept. 6, 1833	130	.....	.....
Pacific Ocean	Nov. 25	.....	.....	.....	.....
do	Aug. 12	—, 1836	2,400	.....	.....
do	Sept. 15	July 25, 1835	3,071	.....	.....
do	Oct. 10	Mar. 11, 1836	1,600	.....	.....
do	June 16	Nov. 13, 1815	1,490	.....	.....
do	Aug. 3	Feb. 9, 1836	2,010	783	.....
do	Dec. 1	Aug. 4, 1836	1,345	
do	June 10	Sept. 23, 1835	1,554	Built 1832.
do	June 11	July —, 1834	909	996	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1832.				
<i>Nantucket, Mass.—Continued.</i>				
Pacific.....	Ship	314	Joseph Congdon	Paul Mitchell & Sons
Pera.....	Bark	257	William Brooks, Jr.	David Joy
Rambler.....	Ship	314	Thomas Derrick	Aaron Mitchell
Reaper.....	do	338	Tristram P. Swain	Jared Coffin
Thulo.....	do	283	Josiah Smith	
Washington.....	do	308	Thomas W. Hussey	Simeon Starbuck
Young Eagle.....	do	377	Samuel A. Coleman	C. G. & H. Coffin
Zenas Coffin.....	do	338	John B. Coleman	
<i>Westport, Mass.</i>				
Elizabeth.....	Bark		Ray G. Sanford	
Industry.....	Brig		— Soule	
Mexico.....	do		— Davis	
<i>Falmouth, Mass.</i>				
Bartholomew Gosnold.....	Ship	360	John C. Daggett	Ward M. Parker
Hobomok.....	do	412	— Barnard	Glenn Swift
<i>Fall River, Mass.</i>				
Edward Quesnel.....	Ship		— Barnard	John Eddy
Gold Hunter.....	do		— Brock	John Eddy
<i>Wareham, Mass.</i>				
George Washington.....	Ship	373	George Gibbs	Nye & Thompson
<i>Edgartown, Mass.</i>				
Vineyard.....	Ship		— Tobey	G. Norton
<i>Rochester, Mass.</i>				
Dryad.....	Bark		George H. Richmond	
Franklin.....	do		Priam P. Bruck	
Gideon Barstow.....	Ship	370	Nathaniel C. Carey	Gideon Barstow & Sons
Laurel.....	Schooner		— Mayhew	
Orion.....	Brig			
<i>Salem, Mass.</i>				
Bengal.....	Ship		— Russell	
Catharine.....	do		— Paddock	
Izetta.....	do		— Kempton	
Pallas.....	Bark		— Archer	
<i>Lynn, Mass.</i>				
Atlas.....	Ship	250	— Wooley	H. Chase & Co
Louisa.....	do	383	— Gardner	do
<i>Portsmouth, N. H.</i>				
Ann Perry.....	Ship	348	— Ray	James Kennard
Pocahontas.....	do		— Barnard	
<i>Bristol, R. I.</i>				
Ann.....	Ship		— Littlefield	
America.....	Bark		— Chase	
Balsana.....	Ship	321	— Daggett	W. H. DeWolf
Bowditch.....	do	386	— Gardner	William R. Taylor
Canton Packet.....	do	312	— Bradford	Fitz Henry Homer
Corinthian.....	do	503	— Grinnell	W. H. DeWolf
Essex.....	do	270	— Wilcox	William R. Taylor
General Jackson.....	do	339	— Smith	William H. DeWolf
Ganges.....	do	380	— Clark	do
<i>Newport, R. I.</i>				
Erie.....	Ship		A. W. Dennis	Engs & Bush

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Indian Ocean ..	June 28	Apr. 1, 1834	1,450	Added 1832; formerly a merchantman; Captain Smith left at Talcahuano.
Atlantic	July 28	May 22, 1833	1,4	722	.....
Pacific Ocean ..	June 17	Apr. 3, 1833	1,697	.....	.....
do	Sept. 5	Mar. 18, 1835	1,954	48	.....
do	Dec. 21	May 30, 1835	270	.....	.....
do	Nov. 5	Dec. 30, 1835	1,533	Built 1832 at Rochester.
do	July 11	Oct. 18, 1835	2,621	.....	.....
do	June 24	Oct. 21, 1835	1,724	.....	.....
Pacific Ocean ..	June 20	July 27, 1835	900	.....	.....
Atlantic .....	.....	Oct. 19, 1832	134	.....	.....
Cape de Verdes	Nov. 2, 1832	454	
Pacific Ocean ..	Nov. 29	Aug. 5, 1836	2,290	Built at Falmouth 1832.
do	Dec. 24	July 6, 1836	1,700	.....	.....
Pacific Ocean	Nov. 13, 1835	2,000	Built 1832.
Brazil	June 23	—, 1833	.....	.....	.....
Pacific Ocean ..	Oct. 31	Oct. 19, 1835	2,054	.....	.....
Pacific Ocean ..	Sept. 15	Mar. 24, 1836	2,100	.....	.....
South Atlantic ..	May 3	Mar. 22, 1833	.....	1,300	.....
do	May 31	May 12, 1833	700	Captain Brock and his boat's crew were lost while fast to a whale, September 23 1832.
Pacific Ocean ..	Aug. 16	Dec. 29, 1835	2,100	
Atlantic	July —	Oct. 22, 1832	224	.....	.....
Pacific Ocean ..	Mar. 24	.....	.....	.....	.....
do	Mar. 24	.....	.....	.....	.....
South Atlantic ..	June 9	.....	.....	.....	.....
Pacific Ocean ..	July 21	
South Atlantic ..	June 8	Apr. 12, 1833	800	5,000	
do	July —	Apr. 21, 1833	.....	1,000	.....
Pacific Ocean ..	Dec. 31	Sept. 9, 1836	1,900	
do .....	.....	Apr. 26, 1836	1,954	.....	.....
South Atlantic	May 3, 1833	1,000	10,000	
Pacific Ocean ..	July 25	.....	.....	2,600	.....
South Atlantic	July 27, 1833	
Pacific Ocean ..	Aug. 2	Nov. 18, 1835	2,600	.....	.....
do	Dec. 14	June 9, 1836	1,200	
South Atlantic ..	June 20	Mar. —, 1831	.....	900	.....
Pacific Ocean ..	June 29	Oct. 11, 1835	1,400	
do	Mar. 17	July 30, 1835	2,700	.....	.....
New Zealand ..	Apr. —	June 11, 1835	200	1,800	Sailed under command of Capt. F. Spooner, who left her at New Zealand.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1832.				
Warren, B. I.				
Atlantic.....	Ship.....	— Pickens.....	N. M. Wheaton
Chariot.....	do.....	.....	— Luther.....
Miles.....	do.....	.....	— Champlin.....
North America.....	do.....	.....	— Borden.....
New London, Conn.				
Ann Maria.....	Ship.....	Abner Bassett
Armata.....	do.....	415	— Butler.....	
Bevy.....	Brig.....	.....	.....
Boston.....	Ship.....	.....	— Sayer.....
Com. Perry.....	do.....	270	— Hobron.....	N. & W. W. Billings
Connecticut.....	do.....	320	— Tuto.....	
Electra.....	do.....	34	— Chester.....	
Flora.....	do.....	35	— Allen.....	
Georgia.....	do.....	35	— Brewster.....	E. M. Friuk & Co
Jones.....	do.....	.....	— Fisher.....
Julius Caesar.....	do.....	.....	— Hobron.....
Montgomery.....	Schooner.....	.....	— Cliff.....
McDonough.....	Ship.....
Manchester Packet.....	do.....	.....	— Road.....
Mentor.....	do.....	.....	— Rice.....
Neptune.....	do.....	.....	— Middleton.....
North America.....	do.....	— Richards.....
Palladium.....	do.....	.....	— Wood.....
Tuscarora.....	do.....	.....	— Smith.....
Wabash.....	do.....	.....	— Fuller.....
Sag Harbor, N. Y.				
Acasta.....	Ship.....	— Harris.....
American.....	do.....	285	— Jones.....	
Ann.....	do.....	.....	— Howell.....
Cadmus.....	do.....	310	.....
Columbia.....	do.....	285	— Hand.....
Franklin.....	do.....	.....	— Fordham.....
Gov. Clinton.....	do.....	.....	— Rogers.....
Hannibal.....	do.....	300	— Parker.....	
Marcus.....	do.....	285	— Cartwright.....	S. & B. Hunting & Co
Nimrod.....	do.....	.....	— Halkey.....
Neptune.....	do.....	.....	— Cooper.....
Phoenix.....	do.....	.....	— Cooper.....
Thorn.....	do.....	290	— Havens.....
Washington.....	do.....	.....	— Loper.....
Greenport, N. Y.				
Delta.....	Ship.....	Isaac Sayer.....	H. & N. Corwin
Hudson, N. Y.				
Alexander Mansfield.....	Ship.....	320	— Taber.....	Barnard, Curtis & Co
America.....	do.....	404	do
Beaver.....	do.....	— Gardner.....	Robert A. Barnard
Huron.....	do.....	230	B. Lawrence.....	
Boston, Mass.				
Wave.....	Brig.....	124	E. Tillson.....	Lombard & Whitmore
Stonington, Conn.				
Acasta.....	Ship.....	— Allen.....	C. D. Williams
Charles Adams.....	do.....	.....	A. Palmer.....
Frances.....	do.....	.....	— Pondleton.....
Uxor.....	Brig.....	.....	— Burrows.....
Mystic, Conn.				
Bingham.....	Ship.....	— Churchill.....
New York, N. Y.				
Martha.....	Ship.....	William H. Young.....
Mobilo.....	do.....	.....	— Rawson.....

NOTE.—The Helvetia, Brewster, of New London, is reported, in 1835, as stranded.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Dbls.</i>	<i>Dbls.</i>	<i>Lbs.</i>	
South Atlantic	June 26	Oct. —	1,400	.....	.....
Pacific Ocean	Oct. —	Oct. 19, 1835	.....	.....	.....
South Atlantic	June 3	Apr. 11, 1833	.....	1,450	.....
.....do	June 8	Apr. 14, 1833	.....	1,420	.....
South Atlantic	.....	Apr. 10, 1833	.....	2,100	.....
Pacific Ocean	Aug. 13	Dec. 24, 1835	2,400	.....	.....
South Atlantic	.....	.....	.....	.....	.....
.....do	July 20	Feb. —, 1833	.....	1,000	16,000	Of Norwich, probably.
.....do	.....	Mar. 31, 1831	50	1,410	.....
.....do	.....	Mar. 31, 1833	180	1,320	.....
.....do	.....	Mar. 24, 1833	.....	1,600	.....
.....do	July —	Feb. 27, 1833	.....	2,200	.....
.....do	.....	Feb. 28, 1833	400	1,900	.....
East Cape	.....	Apr. 15, 1833	.....	1,700	.....
South Atlantic	.....	Feb. 13, 1833	.....	2,300	.....
.....do	.....	Sept. —, —	.....	.....	.....
South Atlantic	Sept. 12	Oct. 3, 1833	230	1,436	.....	Mentor took out several missionaries.
Pacific Ocean	.....	Aug. 15, 1836	.....	.....	.....
.....do	Apr. 26	Apr. 10, 1831	100	1,600	.....
Pacific Ocean	.....	May 30, 1835	1,200	100	.....
East Cape	.....	Feb. 6, 1833	.....	Full	.....
South Atlantic	.....	Mar. 5, 1833	700	2,200	.....
.....do	June 20	Apr. 11, 1833	.....	1,600	.....
South Atlantic	June 13	May 13, 1833	250	1,350	.....
.....do	June —	May 23, 1833	.....	1,100	.....
.....do	Nov. 28	.....	.....	.....	.....
.....do	June 12	Apr. 15, 1833	.....	1,150	.....
.....do	June —	Apr. 14, 1831	.....	2,300	.....
.....do	.....	Apr. 2, 1833	170	2,130	.....
.....do	.....	Apr. 28, 1833	.....	1,600	.....
.....do	.....	May 14, 1831	250	1,650	.....
.....do	.....	May 13, 1833	.....	1,600	.....
.....do	June 12	Apr. 27, 1833	.....	1,400	.....
East Cape	June —	Apr. 28, 1833	60	2,100	18,500	
South Atlantic	.....	May 30, 1833	116	1,640	.....
.....do	Nov. 24	.....	.....	.....	.....
South Atlantic	June —	Apr. 15, 1833	.....	1,400	.....
South Atlantic	June 5	Apr. 22, 1833	120	1,480	.....
.....do	.....	Apr. 21, 1831	.....	.....	.....
Pacific Ocean	.....	Aug. 3, 1830	1,600	.....	.....
.....do	June 7	May 1, 1836	1,250	.....	.....
Atlantic	Mar. 28	Jan. —, 1833	300	.....	.....
South Atlantic	.....	Feb. 10, 1833	.....	.....	.....	Full, (300 sperm.)
.....do	.....	Sept. 2, 1831	100	2,200	.....
.....do	.....	Sept. 2, 1833	100	2,300	.....
.....do	.....	Sept. 2, 1833	.....	.....	.....
South Atlantic	.....	Feb. 21, 1833	.....	550	.....	Returned leaking 500 strokes per hour.
South Atlantic	.....	Mar. 18, 1833	.....	2,200	18,000	
Pacific Ocean	Mar. 5, 1836	1,450	

at Woahee with 1,450 sperm, (900 saved.) If so, she probably sailed 1832.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1832.				
<i>Newburgh, N. Y.</i>				
Portland	Ship .....	.....	— Cook	Newburgh Whaling Co.
<i>Plymouth, Mass.</i>				
Levant	Ship .....	.....	— Russell .....	.....
<i>Salem, Mass.</i>				
Bengal	Ship .....	.....	— Russell .....	.....
<i>Poughkeepsie, N. Y.</i>				
Vermont	Bark .....	.....	— Davis	Poughkeepsie Whal. Co.
<i>Lynn, Mass.</i>				
Atlas	Ship	260	I. Woolley	Heczekiah Chase
Clay	do	279	I. Townsend	do
Louisa	do	332	T. H. Gardner	do
<i>Falmouth, Mass.</i>				
Bartholemew Gosnold	Ship	336	— Daggett	Ward M. Parker
1833.				
<i>New Bedford, Mass.</i>				
Adeline	Ship	329	— Buckley	I. Howland, Jr., & Co.
Brandt	do	310	James Maxfield	Alexander Gibbs
Benesot	Bark	192	Charles Pitman, Jr.	C. W. Morgan
Com. Rogers	Ship	298	Asaph Taber	T. & A. R. Nye
Com. Decatur	do	241	George Tobey .....	.....
Chili	do	201	Lot Luce	B. B. Howard
Charles	do	290	Barz. Morse-lander	Samuel Rodman
Courier	do	283	Thomas Severance .....	.....
Condor	do	349	Richard G. Luce	Charles W. Morgan
China	do	370	Russell Maxfield	William H. Stowell
Cicero	do	252	William Himesey	Kollock & Grinnell
Ceres	do	373	John J. Parker	G. R. Thornton
Columbus	Bark	312	— Osborn	William R. Rodman
Cora	do	220	Ebenezer M. Hinckley	I. H. Bartlett
Dartmouth	Ship .....	.....	Thomas Brock	I. Howland, Jr., & Co.
Eagle	Ship	323	Joshua Grinnell	Jireh Perry
Endeavour	do	252	Edward G. Soule	E. C. Gilbert
Euphrates	do	365	Shubael Norton	Lawrence Grinnell
Emerald	do	335	Clement Norton	Thomas Riddell & Sons
Emily Morgan	do	365	George C. Ray	Charles W. Morgan
Equator	Bark	261	Peter M. Coffin	Levi Standish
Franklin	Ship	315	Elijah Davis	Abm. H. Howland
Frances, 2d	do	365	John Briggs	Glendon Allen
Fenelon	do	332	Jeppha Jenney, Jr.	David Coffin
Frances Henrietta	do	407	Timothy Russell .....	.....
Falcon	do	273	George A. Hatch .....	.....
Grand Turk	do	333	— Eddy	A. Barker
George and Susan	do	356	Edward Gardner	George Howland
George Porter	do	283	Alfred K. Fisher	Thomas Riddell & Sons
Good Return	do	371	Warren Howland .....	.....
Hydaspe	do	315	David Randall .....	.....
Herald	do	274	Frederick Ricketson	Tobey & Ricketson
Hibernia	do .....	...	John Cole .....	.....
Hope	do	283	Robert Brown	Sullings & Collins
Hercules	do	334	Albert G. Goodwin	Jireh Perry
James	do	271	Joseph H. Taber	T. & A. R. Nye
Java	do	295	Owen Hillman, Jr.	George Howland
John	do	301	Willmot Luce .....	.....
London Packet	do	281	George W. Bennett .....	.....
Lucas	do	281	Caleb Kempton .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Cape G'd Hope	June 20	Apr. 20, 1833	<i>Bbls.</i> 140	<i>Bbls.</i> 1,060	<i>Lbs.</i>	Newburgh Whaling Company incorporated 1832.
Pacific Ocean..	July —	Dec. —, 1834	2,700	.....	.....
Pacific Ocean..	.....	Feb. 23, 1835	1,200	.....	.....
Pacific Ocean..	Dec. —	Feb. 23, 1835	500	.....	.....	Sailed under Capt. Constant Norton, who died in 1835. Brought also \$16,000 cash, proceeds from sale of oil.
South Atlantic	June 8	.....	.....	.....	.....
do	May 8	1833 or 1833	.....	.....	.....
do	July 2	.....	.....	.....	.....
Pacific Ocean..	Nov. 29	Aug. 5, 1836	2,500	.....	.....
Pacific Ocean..	Nov. 13	June 25, 1837	1,000	.....	.....
South Atlantic	Aug. 25	Mar. 17, 1835	70	1,490	13,000	
Pacific Ocean..	Sept. 5	Jan. 27, 1836	1,400	.....	.....
do	Apr. 28	Mar. 5, 1836	2,200	.....	.....
Atlantic & Ind	May 20	Apr. 6, 1835	111	615	.....
South Atlantic	June 23	Mar. 27, 1834	.....	1,295	.....
do	Dec. 20	Feb. 20, 1837	2,500	.....	.....
do	June 7	Apr. 13, 1834	6	1,300	.....
do	July 16	July 27, 1831	27	1,807	.....
do	July 4	Apr. 4, 1835	39	2,542	.....
Indian Ocean..	Apr. 18	Mar. 12, 1835	27	760	.....
do	Apr. 13	Jan. 30, 1834	718	88	.....	The Ceres must have sailed again in 1834, for she is entered at the custom-house March 2, 1835.
Pacific Ocean..	Aug. 2	Sept. 21, 1825	1,027	.....	.....
do	Sept. 25	Feb. 17, 1837	1,720	.....	.....
do	Sept. 1	Apr. 7, 1836	1,100	.....	.....	Full, 1833. Captain Brook died November 22, 1835.
do	Aug. 14	Nov. 11, 1836	1,790	.....	.....
South Atlantic	Oct. 9	Mar. 18, 1835	288	307	4,000	
Pacific Ocean..	Nov. 14	May 14, 1837	2,300	.....	.....
Atlantic	May 29	Mar. 21, 1834	77	2,924	.....
Pacific Ocean..	July 8	July 27, 1837	1,430	17	.....	Built at Portland, Me., 1833.
do	July 31	Feb. 28, 1836	1,100	.....	.....
do	June 12	Nov. 11, 1836	2,42	.....	.....
S. A. and P.	June 6	Aug. 14, 1836	64	1,443	.....
South Atlantic	July 17	Apr. 6, 1835	.....	1,014	.....
Pacific Ocean..	June 6	Sept. 6, 1834	2,200	.....	.....	Returned with captain sick; sailed again June 13.
South Atlantic	June 3	Apr. 13, 1834	.....	.....	.....
do	.....	Jan. 20, 1831	36	2,535	.....
Pacific Ocean..	Oct. 3	June 1, 1837	2,400	.....	.....
South Atlantic	May 6	May 4, 1834	.....	1,703	.....
Pacific Ocean..	May 30	Apr. 13, 1834	140	2,400	.....
do	June 3	.....	.....	.....	.....
South Atlantic	July 1	Mar. 8, 1834	.....	.....	.....
do	July 8	Feb. 22, 1834	.....	.....	.....
do	June 11	May 7, 1834	.....	1,700	16,000	
do	June 18	Mar. 8, 1834	1,000	800	.....
do	July 17	Feb. 20, 1835	33	2,000	.....
do	June 11	Mar. 14, 1835	54	1,450	.....
do	June 17	May 1, 1834	1,300	
Indian Ocean..	Jan. 7	Apr. 13, 1834	500	1,100	
South Atlantic	Aug. 5	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1833.				
<i>New Bedford, Mass.—Continued.</i>				
Liverpool	Ship	326	Albert Daggett	John Coggeshall
Milias	do	195	Joseph Spooner	John Coggeshall
Minerva	Bark	171	Lewis Fish	
Milwood	do	254	Charles H. Taber	
Moss	do	334	Shubael Clark	
Martha	do	246	Oliver Potter	John A. Parker & Sons
Moreator	do	315	David Sprague	
Minerva Smyth	do	171	Gideon H. Smith	
Mary Ann	Bark	329	Joseph Crocker	I. Howland, jr., & Co
Mercury	Ship	321	Forlyce D. Haskell	
Nile	do	273	James Townsend	
Norfolk	do	402	Alex. Waggoner	Isiah Burgess
Nassau	do	582	John D. Sanson	William T. Russell
Orozimbo	do	111	Lewis Adams	
Pocahontas	Brig	211	Bartlett Allen	
Pioneer	Bark	334	Benjamin Ellis	Andrew Robeson
Pacific	Ship	255	David Collins	
Pacific	do	285	Paul Chase	
Phocion	do	138	Warren N. Bourne	
Pictolus	do	245	Isaac Grinnell	
Quito	Brig	362	James Maxfield	
Roscoe	Bark	371	George H. Richmond	A. Robeson
Roscoe	Ship	302	George B. Chase	
Rodman	do		Henry Lewis	
South Carolina	do		Edmund Maxfield	
Sally Anne	do	312	Henry Colt	D. R. Greene & Co
Swift	do	451	Lewis Tobey	
Selma	do	268	Benjamin Price	
Two Brothers	do	284	Jonathan Nye	J. A. Parker & Son
Wilmington and Liverpool Packet	do		Alexander Russell	
William C. Nye	do	338	Benjamin F. Riddell	
William Wirt	do	334	Isaac Daggett	
Winslow	Bark	265	Edward C. Barnard	S. Rodman, jr.
Young Phoenix	Ship	377	James Bassett	John A. Parker & Son
<i>Fall River, Mass.</i>				
Gold Hunter	Ship	281	— Coffin	Henry Slade
<i>Fairhaven, Mass.</i>				
Addison	Ship	431	Gus. A. Baylis	Gibbs & Jenney
Albion	do	32	John E. Coggeshall	E. Sawin
Amazon	do	31	Benben Croasey	do
Arab	do	33	Arthur Cox	do
Columbus	do	38	Tribram D. Pense	Gibbs & Jenney
Favorite	Bark	297	Brad. Hathway	E. Sawin
Heroine	Ship	201	Charles Fisher	Sawin & Church
Herald	do	201	Isiah West	Atkins Adams
Java	do	201	William Ritchie	do
Jaeger	do	301	— Adams	
Joseph Maxwell	do	301	Joseph Sampson	
Leonidas	do	28	Benjamin J. Crapo	
Marcia	do	28	Peter Butler	
Marcus	do	28	Obed Shearman	
Pindus	do	28	— Russell	
South America	do	28	— Maxfield	
Stanton	do	28	John Church	Lemuel Tripp
South Boston	do	28	John D. Taber	Warren Delano
William Wirt	do	357	— Doggett	
<i>Nantucket, Mass.</i>				
Ann	Ship	36	Peter Brock	Jared Coffin
Aurora	do	34	John Hussey, jr.	T. & P. Macy
Constitution	do	34	James C. Coffin	C. G. & H. Coffin
Eagle	do	34	Joseph Pense	David Joy

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Dbls.</i>	<i>Dbls.</i>	<i>Lbs.</i>	
South Atlantic	Aug. 6	Mar. 15, 1835				
Pacific Ocean	Nov. 19	Aug. 2, 1837	2,453			
....do	Apr. 14	May 25, 1836				The <i>Minerva</i> , Capt. Jos. Barker, cleared June 19; whether the two clearances are the same vessel or not is uncertain.
South Atlantic	May 15	Apr. 24, 1834		1,250		
Pacific Ocean	June 1	Sept. 21, 1830	2,400			
South Atlantic	Oct. 22	July 9, 1836	1,100			
Pacific Ocean	July 19	June 8, 1836	1,100			Mate lost when three days out.
....do	Aug. 19	June 8, 1836				
Indian Ocean	Sept. 5	Apr. 6, 1835				
Pacific Ocean	Dec. 1	Dec. 8, 1836	2,200			
South Atlantic	Aug. 20	June 16, 1835	700	1,300	18,000	
....do	June 11	Jan. 17, 1835		1,500		
Pacific Ocean	Dec. 20	June 22, 1837	2,533			
....do	Jan. 28	July 9, 1836	2,200			
South Atlantic	June 18	June 3, 1834	130			
....do	July 8	Aug. 4, 1834	30	620		
....do	July 39	Mar. 2, 1835	230	2,370	21,000	
Pacific Ocean	Mar. 22	Aug. 19, 1836	2,500			
Indian Ocean	Sept. 19	Apr. 2, 1835				Bought from New York, 1833.
Pacific Ocean	Jan. 12	Dec. 28, 1835				Probably of Fairhaven.
West'n Islands	Feb. 11					
South Atlantic	Aug. 7	Mar. 12, 1836	200	1,000		
Pacific Ocean	June 11	Jan. 26, 1836	2,200			
....do	July 6					
South Atlantic	May 1	Mar. 2, 1834	80	900		Returned because Captain Maxfield's shoulder was broken by a whale.
....do	June 26	Feb. 20, 1835	370	1,950	19,000	
Pacific Ocean	June 18	Nov. 22, 1836	1,200			
....do	Oct. 8	Nov. 12, 1836	2,300			Bought from New York, 1833.
South Atlantic	May 6	Mar. 24, 1834				
Pacific Ocean	Nov. 14	May 13, 1837	2,725			Captain Russell left the ship and came home sick.
....do	Aug. 4	May 11, 1837	1,836			Added, 1833.
....do	Dec. 19	July 7, 1837	1,001			
....do	Dec. 20	July 7, 1837	1,001			
....do	Aug. 17	Aug. 16, 1836	2,710			
South Atlantic	July 7					
South Atlantic	Apr. 13	Mar. 4, 1834	24	2,200	19,100	
....do	May 6	Apr. 13, 1834	125	1,065		Captain Coggeshall left the ship; sick.
Pacific Ocean	June 12	Jan. 9, 1837	1,925			
South Atlantic	Sept. 22	Mar. 12, 1835		2,071		Bought from Philadelphia, 1833.
S. A. and Ind.	May 18	Mar. 15, 1835	780	565		
Indian Ocean	Feb. 1	Nov. 25, 1834	54			Sold 1,500 whale at Bahia.
South Atlantic	May 17	Mar. 16, 1834	200	2,200	27,000	
....do	July 10	May 9, 1834		1,300	11,000	
....do	June 24	Mar. 12, 1835	120	1,300		
....do		Mar. 12, 1834	60	1,000		
Indian Ocean	Aug. 28	Feb. 18, 1836	200	1,200		
South Atlantic	June 3	Apr. 12, 1834		1,400		
....do	June 6	Mar. 12, 1835				
Pacific Ocean	Sept. 20					
South Atlantic		Feb. 3, 1834	50	50		
....do	Apr. 27					
Pacific Ocean	June 1	Mar. 12, 1836	Fail.			
South Atlantic	July 2	Feb. 25, 1835				
Pacific Ocean	Dec. 20	Sept. 5, 1837	2,592			Built, 1833, at Fairhaven. Third mate killed by a whale, 1834.
Pacific Ocean	Aug. 6	Oct. 15, 1837	1,845			
....do	Oct. 18	May 13, 1837	1,710			
Atlantic	July 13	Apr. 22, 1835	140	775		
....do	Aug. 18	Apr. 7, 1835	604	580		James Gibson, first mate, died, 1835.

Table showing returns of whaling-vessels

Name of vessel	Class.	Tonnage.	Captain.	Managing owner or agent.
1833.				
<i>Nantucket, Mass.—Continued.</i>				
Fame.....	Ship	376	Isaac Gardner	
Fame.....	Sloop		Peter C. Myrick	
Foster.....	Ship	317	Josiah C. Long	
Fabius.....	do	43	Berjamin C. Chaso	Val. Hussey & Bro.
Hazard.....	Sloop		Swain	
Harmony.....	Schooner		— Chadwick	
Hero.....	Ship	314	— Birdick	
Independence.....	do	311	Peter Smith	Joseph Starbuck
John Adams.....	do	299	Isaac Drayton	Griffin Barney
Levi Starbuck.....	do	376	Obed Luce, jr.	Levi Starbuck
Lexington.....	Schooner		Shadrach Freeman	
Lydia.....	Ship	323	— Cash	
Montano.....	do	363	Edward C. Joy	
Martha.....	do	277	David N. Edwards	Samuel B. Folger
Orion.....	do	354	Tristram Pinkham	do
Omega.....	do	322	Moses Brown	F. W. Hussey
Ohio.....	do	381	Henry Phelon	Joseph Starbuck
Pera.....	Bark	257	Charles W. Coffin	Israel Coffin
Pilot.....	Schooner		William Brooks, jr.	David Joy
Rosa.....	do	354	— Pinkham	
Robert.....	Sloop		James Davis	Joseph Starbuck
Susan.....	Ship	344	— Luce	
Three Brothers.....	do	364	Frederick Swain	Aaron Mitchell
			George Alley	Joseph Starbuck
<i>Dartmouth, Mass.</i>				
By Chance.....	Brig		Hiram Covell	
Wade.....	Bark	26	Charles B. Ray	
<i>Edgartown, Mass.</i>				
Almira.....	Ship	36	— Merchant	Abraham Osborn
Champion.....	do	39	— Worth	Grafton Norton
<i>Rochester, Mass.</i>				
Dryden.....	Bark		Joseph R. Taber	
Franklin.....	do	29	Calvin C. Adams	Gideon Barstow & Son
Laurel.....	Schooner		— Mayhew	
Shyllock.....	Ship	27	Clement Hammond	
<i>Westport, Mass.</i>				
Industry.....	Brig		George Sonle	
Mexico.....	do	130	Alden Wilkey	
Thomas Winslow.....	do	130	Benjamin Seabury	
<i>Plymouth, Mass.</i>				
Fortune.....	Bark	278	— Upham	Isaac L. Hedge
Triton.....	Ship		— Tilton	
<i>Marblehead, Mass.</i>				
Atlas.....	Ship		— Gardner	
<i>Gloucester, Mass.</i>				
Lewis.....	Ship		— Wood	
Mount Wollaston.....	do		— Adams	

* Experiments had been made in the English fishery in 1831 with killing whales by the injection of such confection that they refused to have more to do with it. At what time this weapon was English discovery; but, resting the matter upon the published record of actual use alone, England The harpoon-gun is described by Scoresby as having been in use in the English service as early as

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	May 23	Mar. 3, 1835	<i>Bbl's.</i> 281	<i>Dbl's.</i> 1,040	<i>Lbs.</i>	Came home leaky; broken up at Nantucket, 1835.
....do	July 27	.....	.....	.....	.....	Sailed in search of whales, <i>sea-serpents</i> , &c.; was armed with a patent harpoon charged with poison.*
Pacific Ocean..	June 27	Nov. 16, 1836	1,405	.....	.....	The Hazard probably arrived in September; sailed again in October; returned again September 9, 1834, with 225 sperm.
....do	Aug. 31	July 31, 1837	863	.....	.....
Mexico	May —	.....	.....	.....	.....	.....
Atlantic	June 12	.....	.....	.....	.....	15 whale.
Pacific Ocean..	Nov. 14	Sept. 17, 1833	.....	.....	.....	Lost on Starbuck's Island, with 1,800 sperm.
....do	Oct. 4	Aug. 15, 1836	1,177	.....	.....
Pacific Ocean..	Nov. 17	.....	.....	.....	.....	Built at Mattapoisett, 1833.
....do	July 20	Mar. 13, 1835	141	1,335	.....	Second mate died.
Pacific Ocean..	July 27	Oct. 14, 1836	1,181	.....	.....	Burned at sea January 31, 1835; supposed to have been fired by one of the crew.
West Indies ..	Oct. 6	Sept. 14, 1834	101	.....	.....	First mate, E. Birdick, taken down by a foul line November, 1833.
Pacific Ocean..	Nov. 18	.....	.....	.....	.....	.....
....do	June 1	Apr. 10, 1836	3,097	.....	.....	Captain Brown came home sick.
....do	Nov. 24	Apr. 19, 1837	661	.....	.....	Built at Mattapoisett, 1833.
....do	Jan. 15	Mar. 3, 1836	981	.....	.....
....do	June 11	June 8, 1836	2,204	.....	.....	.....
....do	Aug. 15	Jan. 8, 1837	2,617	171	.....	.....
Atlantic	July 4	....., 1835	4	696	.....	.....
South Coast ..	Aug. 10	Aug. 29, 1833	.....	20	.....	.....
Pacific Ocean..	Aug. 21	Jan. 26, 1837	1,181	.....	.....	Sailed again July 26; returned September 1, clean.
South Coast ..	May 17	July 20, 1833	21	.....	.....	.....
Pacific Ocean..	Nov. 17	May 14, 1837	1,400	.....	.....	.....
....do	Aug. 25	Nov. 2, 1836	2,211	.....	.....	.....
Pacific Ocean..	Sept. 5	.....	.....	.....	.....	Condemned and sold at Bayta, August, 1835.
....do	Dec. 27	Dec. 18, 1836	1,850	250	.....	Took 50 barrels ambergris; third mate killed by a whale, 1834; bought from New York, 1833.
Pacific Ocean..	Dec. 12	Feb. 2, 1837	.....	.....	.....	Built at Mattapoisett, 1833.
....do	Dec. 22	Sept. 13, 1837	2,100	.....	.....
South Atlantic	May 29	Apr. 21, 1834	350	850	.....	.....
....do	June 21	Apr. —, 1835	260	1,300	.....	.....
West'n Islands	Apr. 2	Nov. 12, 1833	271	.....	.....	.....
Indian Ocean..	.....	June 11, 1834	.....	650	.....	.....
West'n Islands	Apr. 19	Oct. 10, 1833	250	.....	.....	.....
South Atlantic	May 9	Nov. 12, 1833	90	.....	.....	.....
West'n Islands	Apr. 19	Oct. 10, 1833	253	.....	.....	.....
Pacific Ocean..	July 19	Dec. 14, 1836	1,000	.....	.....	Sailed under Captain Taber, who came home sick, 1834; added from Boston, 1833.
South Atlantic	.....	Apr. —, 1835	.....	700	.....
South Atlantic	June —	.....	.....	.....	.....	.....
Brazil	Jan. 26	.....	.....	.....	.....	.....
South Atlantic	Jan. 11	May 14, 1834	.....	1,500	.....	.....

poison into them from the barb of the harpoon, with such an effect as, it is said, filled the men with invented in Nantucket is somewhat uncertain. The islanders have claimed that it was prior to the leads by two years.
 *733 (vol. II, p. 70).

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1833.				
<i>Salem, Mass.</i>				
Charles Doggett	Brig .....	.....	— Goodwin .....	.....
Catharine	Ship .....	.....	— Church .....	.....
Clay	do .....	.....	— Eggleston	John B. Pierce
Emerald	Bark	271 .....	.....	James W. Cheever
Eliza	do	263	— Bigelow	John B. Osgood
James Maury	Ship	353	J. T. Worth .....	.....
Reaper	Bark	210	— Pitman	J. B. Osgood
Samuel Wright	Ship	372 .....	.....	.....
<i>Newburyport, Mass.</i>				
Adeline	Ship .....	.....	— Buckley .....	.....
Merrimac	do	414	— Pease	Lunt & Titcomb
<i>Dorchester, Mass.</i>				
Charles Carroll	Ship	336	R. Weeks .....	.....
<i>Boston, Mass.</i>				
Wave	Bark	194	G. L. Nickerson	Lombard & Whitmore
<i>Falmouth, Mass.</i>				
Awasshonks	Ship	355	Prince Coffin	Elijah Swift
William Penn	do	370	John C. Lincoln	Stephen Dillingham
<i>Warren, R. I.</i>				
Atlantic	Ship .....	.....	— Pickens	Driscoll & Child
Benjamin Rush	do	374	— Coffin	William Collins
Boy	do	251	— Chauplin	Driscoll & Child
Galen	do	363	— Borden .....	.....
Luminary	do .....	.....	— Gardner .....	.....
Miles	do .....	.....	— Luce	Driscoll & Child
North America	do	242	— Grinnell	do
Philip Tabb	do	405	— Coffin .....	.....
Rose	do .....	.....	.....	.....
<i>Providence, R. I.</i>				
Envoy	Ship	39	J. C. Clark	Amherst Everett
<i>Bristol, R. I.</i>				
Anne	Ship	222	— Swain	William H. De Wolf
Balance	do	311	— Davis	do
Fauna	do	362	— Litchfield	Fitzhenry Homer
Leonidas	do	373	— Cleveland	William H. De Wolf
Roger Williams	do	285	— Mayhew	Robert Rogers
<i>Newport, R. I.</i>				
Audley Clarke	Ship .....	.....	Joseph Paddock	Bush & Clarke
Constitution	do .....	.....	E. Gifford	N. Ruggles
George Champlin	do .....	.....	J. A. Brown	Ruggles & Lee
Martha	do .....	.....	Oliver Potter	Lee, Norton & Stevens
<i>New London, Conn.</i>				
Aeronaut	Ship .....	.....	— Mallory .....	.....
Ann Maria	do .....	.....	— Chester .....	.....
Boston	do	291	— Fitch	I. Lawrence
Com. Perry	do .....	.....	— Hobron .....	.....
Connecticut	do	38 .....	.....	.....
Flora	do .....	.....	— McLane .....	.....
Georgia	do	34	— Brewster	Thomas W. Williams
Haleyon	do .....	.....	— Thompson .....	.....
Manchester Packet	do .....	.....	— Reed .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Dbla.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Jan. 11	.....	.....	.....	.....	Burned off Oahu, 1834.
.....do	June 10	.....	.....	.....	.....
South Atlantic ..	Nov. 23	.....	.....	.....	.....	Bought from Boston, 1833.
Pacific Ocean ..	May 26	.....	.....	.....	.....
.....do	May 15	.....	.....	.....	.....
Indian Ocean ..	Sept. 7	July 5, 1833	.....	900	.....
Pacific Ocean ..	June 15	Aug. 27, 1836	2, 00	.....	.....
Pacific Ocean ..	Nov. 13	.....	.....	.....	.....	Built, 1833, at Newburyport.
.....do	Sept. 24	Apr. 20, 1837	1, 20	1, 100	.....
Pacific Ocean ..	Oct. 31	Aug. 20, 1837	2, 000	.....	.....	Sold 1837.
South Atlantic ..	Feb. 25	Oct. 27, 1833	20	5	.....
Pacific Ocean ..	Dec. 28	May 20, 1836	60	.....	.....	Was attacked in October, 1835, by the natives of Namarik; Captain Coffin, first and second mates, and four men killed. Built at Falmouth, 1832; Mr. Eldredge, first mate, killed, and two boats' crews captured by the natives of Navigator Islands; Captain Lincoln came home sick.
.....do	Jan. —	Apr. 29, 1835	1, 200	.....	.....
South Atlantic ..	.....	Apr. 12, 1834	30	1, 65	.....
Pacific Ocean ..	May 25	Feb. 11, 1837	1, 80	12	.....
.....do	July 23	Mar. 4, 1836	1, 70	.....	.....
.....do	July 30	May 23, 1834	.....	1, 050	.....
.....do .....	.....	Sept. 19, 1836	1, 30	.....	.....
South Atlantic ..	.....	May 10, 1834	13	1, 00	.....
.....do	July 12	.....	.....	.....	.....
Pacific Ocean ..	.....	May 10, 1834	40	80	.....
Pacific Ocean ..	Dec. 26	Jan. 1, 1838	2, 100	.....	.....
Pacific Ocean ..	July 16	Dec. 9, 1836	80	.....	.....	Sold to Providence, 1837.
.....do	Dec. 3	June 4, 1837	1, 200	.....	.....
Indian Ocean ..	Dec. 3	Mar. 11, 1836	40	1, 40	.....	Sold to Salem 1837 and withdrawn. Condemned at Pernambuco 1837; had 1,200 sperm, 500 whale.
Pacific Ocean ..	Nov. 19	Sept. 11, 1837	1, 40	.....	.....
.....do	Aug. 2	.....	.....	.....	.....
Pacific Ocean ..	Dec. 4	June 19, 1837	1, 700	.....	.....	Built 1833.
.....do	June 11	May 23, 1836	1, 90	.....	.....
.....do	Dec. —	Aug. 2, 1837	.....	.....	.....
South Atlantic ..	.....	May 20, 1835	24	1, 100	9, 000	
South Atlantic ..	.....	May 20, 1834	15	1, 65	.....
Indian Ocean ..	June 4	.....	.....	.....	.....
.....do	Nov. 25	Mar. 12, 1835	15	1, 75	11, 000	
South Atlantic ..	.....	Apr. 9, 1834	200	1, 20	.....
.....do	May 19	.....	.....	.....	.....
.....do .....	.....	Mar. 19, 1834	.....	2, 50	.....
.....do	Apr. —	Feb. 21, 1835	600	1, 100	.....
Indian Ocean ..	Nov. —	.....	.....	.....	.....	Wrecked and condemned at Gambia 1830, had 500 whale.
South Atlantic ..	Nov. —	.....	.....	.....	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1833.				
<i>New London, Conn.—Continued.</i>				
Montgomery	Schooner	...	Cliff	E. M. Frink & Co
Ospray	Brig	...	Seight .....	...
Ruth and Mary	Ship	290	Chester .....	...
Stonington	do	351	Lawton	Williams & Barnes
Sun	Schooner	...	Trott .....	...
Superior	Ship	406	Fitch	N. & W. W. Billings
Tuscarora	do	379	Smith	do
Wabash	do	...	Faller	E. M. Frink
<i>Stonington, Conn.</i>				
Acasta	Ship	330	...	...
Charles Adams	do	...	...	...
Thomas Williams	do	340	Allen	C. P. Williams
Uxor	Brig	...	...	...
<i>Bridgeport, Conn.</i>				
Atlantio	Ship	291	Samuel H. Ford .....	...
<i>Sag Harbor, N. Y.</i>				
Ann	Ship	...	Howell .....	...
Arabella	do	367	Pierson	N. & G. Howell
Acasta	do	...	Hand .....	...
Columbia	do	285	Hedges	Luther D. Cook
Cadmus	do	307	Hand	Mulford & Seight
Daniel Webster	do	397	Pierson	E. Mulford
Franklin	do	591	C. Griffin	C. T. Doring
Gov. Clinton	do	...	Ludlow .....	...
Hannibal	do	311	Cooper	S. & B. Huntington & Co.
Henry	do	...	E. D. Topping	C. T. Doring & Co.
Hudson	do	368	Grano	Luther D. Cook
Marcons	do	23	Cartwright	S. & N. Howell
Nimrod	do	220	Barns	C. T. Doring & Co.
Nontune	do	338	Parker	S. & B. Huntington & Co.
Phenix	do	...	Cooper .....	...
Thames	do	...	...	...
Washington	do	...	...	...
<i>Greenport, N. Y.</i>				
Delta	Ship	314	Sayre	H. & N. Corwin
Triad	do	...	Case .....	...
<i>Hudson, N. Y.</i>				
America	Ship	464	Folger	Barnard, Curtis & Co.
Alexander Mansfield	do	330	Starbuck	do
Beaver	do	427	Gardner	do
Edward	do	274	Ray	Seth G. Macy
Helvetia	do	333	Cottle	Robert A. Barnard
James Munroe	do	...	Coffin .....	...
Martha	do	369	Riddell	Alexander Jenkins
<i>Poughkeepsie, N. Y.</i>				
Elbe	Ship	333	Whipsey	David S. Sherman
Siroc	do	...	Swain .....	...
<i>Newburgh, N. Y.</i>				
Illinois	Ship	414	Leonard	Charles Ludlow
Portland	do	...	Cook .....	...
Russell	do	387	...	Charles Ludlow
<i>New York, N. Y.</i>				
Com. Barry	Ship	...	Braddock .....	...
Cornelia	Schooner	...	Storer .....	...
Deedmona	Ship	...	Smith .....	...
Hamilton	do	...	Pendleton	S. Hicks & Sons

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
South Atlantic	Sept. 1, 1834	Sept. 1, 1834	<i>Ebls.</i>	<i>Ebls.</i>	<i>Lbs.</i>	Brought also 700 seal-skins.
Indian Ocean ..	May 19	May 10, 1834	.....	400	3,900	
.....do	May 18	.....	.....	500	.....	Bought from New York 1833; lost on Block Island going out, May 18, 1833.
Pacific Ocean ..	Sept. 2	May 11, 1837	1,900	.....	.....	Brought oil and skins.
Falkland	Sept. 27, 1833	Sept. 27, 1833	.....	.....	.....	Captain Fitch and third mate accidentally killed March —, 1833.
Pacific Ocean ..	Oct. 15	Apr. 23, 1837	2,650	.....	.....
South Atlantic ..	June 4	Mar. 12, 1834	80	2,800	.....	Lost on Montauk Point April 19, 1834, with 1,100 whale.
.....do	June 16	.....	.....	.....	.....
.....do .....	.....	.....	97	1,797	13,960	
Falkland .....	.....	Dec. 22, 1834	.....	.....	.....
Pacific Ocean ..	July 6	.....	.....	.....	.....
Patagonia .....	.....	Dec. —, 1834	.....	650	.....
South Atlantic ..	Nov. 2	— —, 18	.....	.....	.....	Bought from New York 1833.
South Atlantic ..	.....	Apr. 15, 1834	.....	1,050	.....
Pacific Ocean ..	Aug. 19	Apr. 18, 1837	1,900	100	.....
South Atlantic ..	.....	June 12, 1834	250	1,400	12,000	
.....do	June 10	May 22, 1834	75	1,685	15,000	
Indian Ocean ..	June 6	Mar. 18, 1834	.....	1,850	.....
Pacific Ocean ..	Aug. 20	May 12, 1837	2,500	.....	.....	Built 1833.
.....do	Aug. 7	May 18, 1837	2,550	.....	.....	Lost in a typhoon 1834.
.....do	Aug. 9	.....	.....	.....	.....
South Atlantic ..	July 10	May 21, 1834	25	1,350	9,000	
.....do .....	.....	Jan. 18, 1834	400	2,100	.....
.....do	July 12	.....	.....	.....	.....	Formerly a London packet; added 1833.
.....do	June 19	.....	.....	.....	.....
.....do	June 19	June 12, 1834	137	1,220	11,500	
.....do	June 4	May 21, 1834	.....	1,800	15,000	
.....do .....	.....	May 20, 1834	15	1,850	.....
.....do .....	.....	Mar. —, 1834	400	2,000	18,000	
East Cape .....	.....	Apr. 12, 1834	.....	1,900	.....
South Atlantic ..	June 4	May 11, 1834	.....	1,600	.....
.....do .....	.....	Feb. 3, 1834	500	2,900	1,800	
Pacific Ocean ..	Sept. 11	Jan. 27, 1837	800	.....	.....
Chili	July 5	July 21, 1835	.....	1,500	.....
Pacific Ocean ..	June 8	Aug. 3, 1836	1,900	.....	.....
South Atlantic ..	Jan. 10	Mar. 12, 1835	900	120	.....	Added 1832.
Pacific Ocean ..	Sept. 28	Mar. 18, 1837	2,400	150	.....	Added 1832.
Africa	June —	Sept. 1, 1834	150	1,000	.....	Built 1833.
Pacific Ocean ..	Sept. 25	Apr. 17, 1837	1,400	.....	.....
Pacific Ocean ..	Aug. 14	Mar. 31, 1837	900	400	3,000	Added 1833.
.....do	Apr. 11	.....	.....	.....	.....	Sold at Simons Town, Cape Good Hope, 1833.
South Atlantic ..	Aug. 15	Feb. 22, 1835	30	500	11,000	
Indian Ocean ..	.....	Mar. 24, 1835	.....	1,600	.....
Falkland	Aug. 19	.....	.....	.....	.....
.....do	Jan. 9	.....	.....	.....	.....
South Atlantic	May 25, 1834	1,200	
Falkland	Jan. 9	Oct. 9, 1834	4,300	30,000	Also 2,150 seal-skins.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1833.				
<i>New York, N. Y.—Continued.</i>				
Meteor	Ship .....	.....	— Coffin .....	.....
White Oak	Bark	291	— Lawrence	Pell, Zabieakie & Pell ..
<i>Portsmouth, N. H.</i>				
Ann Parry	Ship .....	.....	— Ray	Portsmouth Pier Com- pany.
Triton	do .....	.....	— Flanders .....	.....
<i>Lynn, Mass.</i>				
Atlas	Ship	242	— Gardner	Hesekiah Chase
Clay	do	299	C. Church	do
Louisa	do	322	I. Woolley	do
<i>Houeester, Mass.</i>				
Lewis	Ship .....	.....	— Wood .....	.....
Schooner Monticello, — Lindell, sailed August 20, 1833, from Baltimore for the Atlantic and Pacific Oceans, but whether for sealing, whaling, or trading is not known.				
1834.				
<i>New Bedford, Mass.</i>				
Averick	Ship	385	Humphrey Shoarman	John A. Parker & Son...
Augusta	do	344	Charles Lawrence	W. R. Rodman
Balsena	do	301	Thomas D. Lucas	J. & J. Howland
Barclay	do	231	Henry Cottle	William R. Rotch & Co.
Braganza	do	469	Michael Baker	William T. Russell
Cortes	do	332	Alexander Bunker	George Howland
Canton	do	409	Abraham Gardner	Jireh Perry
Chili	do	291	Lot Luce	B. B. Howard
Condor	do	349	George H. Dexter	Charles W. Morgan
Enterprise	do	291	Oliver P. Winalow	Alfred Gibbs & Co.
Emerald	do	359	Clement Norron	Thomas Riddell & Sons.
Falcon	do	273	Charles D. Harding	Briggs & Bartlett
George Howland	do	374	Joseph Taber, jr.	George Howland
Grand Turk	do .....	.....	David H. Bartlett	A. Barker & Co.
George Porter	do	235	Alfred K. Fisher	Thomas Riddell & Sons.
Gen. Pike	do .....	.....	William Adams .....	.....
Good Return	do	376	Warren Howland	Henry Taber
George and Martha	Bark	275	Abraham T. Eddy	George Randall
<i>.....</i>				
Hercules, 2d	Ship	290	Peter F. Chase	D. R. Greene
Herald, 2d	do	301	Nathaniel H. Nye	T. & A. R. Nye
Heeter	do	320	Thomas A. Norton	Charles W. Morgan
Hope	do .....	.....	Robert Brown	Sullings & Collins
India	do	366	Joshua Coffin	William T. Russell
John	do .....	.....	Andrew Almy .....	.....
Lancaster	do	333	Rudolphus N. Swift	T. & A. R. Nye
Logan	do	302	Benjamin Ray	I. Howland, jr., & Co.
Maria	do	202	Isaac G. Hedge	C. W. Morgan
Mayflower	do	350	Joseph T. Chase	Randall & Haskell
Martha	do .....	.....	Charles Fisher .....	.....
Magnolia	do	326	Cornelius Howland, jr.	C. W. Morgan
Nautilus	do	340	Obed N. Swift	Jireh Perry
Pocahontas	Brig .....	.....	Bartlett Allen .....	.....
<i>.....</i>				
Persia	Bark	240	Holder Almy	Lawrence Grinnell
Pioneer	do	231	Reuben Russell, 2d	C. W. Morgan
Russell	do	301	Henry B. Gifford	J. & J. Howland
Rousseau	Ship	306	Edward A. Luce	George Howland
Triton	do	300	Obed S. Carr	I. Howland, jr., & Co.
Trident	do	449	Charles Stetson	J. A. Parker & Son
Two Brothers	do	268	Henry Pease, 2d .....	.....
Tobacco Plant	do	271	Silvanus Swain	William R. Rodman

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Cape G'd Hope	Mar. 30, 1834	Mar. 30, 1834	300	1,800	.....	Captain Lawrence came home sick.
Indian Ocean	Apr. 18	Apr. 27, 1834	140	600	.....
Pacific Ocean .....	.....	Sept. 7, 1836	1,950	.....	.....	Built 1833.
South Atlantic .....	.....	Feb. 23, 1834	450	1,550	.....	First ship at Portsmouth.
South Atlantic .....	.....	Mar. —, 1835	150	850	.....
.....do	June 17	.....	.....	.....	.....
.....do	May 25	May 11, 1834	.....	1,400	.....
Indian Ocean .....	.....	Dec. 11, 1834	400	.....	.....
South Atlantic and Indian	Mar. 16	Apr. 17, 1836	264	1,480	.....
Pacific Ocean	June 30	Dec. 30, 1837	2,155	14	.....
.....do	May 18	Apr. 28, 1837	2,331	.....	.....
.....do	Sept. 13	Sept. 26, 1837	1,362	.....	.....
.....do	May 18	Nov. 2, 1837	2,578	.....	.....
.....do	July 20	Nov. 5, 1837	2,390	.....	.....
.....do	Oct. 25	May 20, 1838	2,627	.....	.....
South Atlantic	May 18	Mar. 15, 1836	34	1,275	.....
Brazil	Aug. 27	Aug. 6, 1835	171	1,295	.....
Pacific Ocean	Nov. 23	June 7, 1838	1,484	.....	.....
South Atlantic	June 22	Apr. 21, 1835	149	2,248	.....
.....do	June 14	Mar. 9, 1836	133	1,061	.....
Pacific Ocean	Dec. 5	Jan. 13, 1838	2,833	.....	.....	Built 1834.
South Atlantic	May 13	Jan. 23, 1836	150	2,400	.....
.....do	July 3	June 7, 1835	52	963	.....
.....do	June 17	Apr. 6, 1835	.....	.....	.....
.....do	June 17	Mar. 8, 1836	385	2,354	.....
.....do	July 24	Mar. 11, 1836	500	1,400	.....	The George and Martha came home in charge of — Allen. Captain Eddy died from injuries received from a whale, July, 1835.
Indian Ocean	June 3	Sept. 17, 1836	409	1,123	.....
South Atlantic	July 3	May 1, 1836	290	1,009	.....
Pacific Ocean	Dec. 21	Aug. 23, 1837	2,650	.....	.....
South Atlantic	June 27	Mar. 13, 1836	500	1,350	.....
.....do	Oct. 25	Apr. 30, 1836	2,941	.....	.....
.....do	July 14	Apr. 18, 1836	360	1,940	.....
Pacific Ocean	Nov. 1	May 20, 1838	2,385	.....	.....
.....do	May 28	Nov. 21, 1837	2,040	.....	.....
Atlantic	July 15	Jan. 19, 1836	400	.....	.....
Pacific Ocean	Oct. 14	Apr. 28, 1834	2,254	.....	.....
South Atlantic	June 26	Apr. 15, 1836	60	1,840	.....
Pacific Ocean	Sept. 28	Aug. 5, 1838	3,004	.....	.....
.....do	Nov. 2	May 27, 1838	2,412	.....	.....
South Atlantic	June 29	Nov. 29, 1834	390	.....	.....	The Pocahontas sailed again, arriving June 24, 1835.
Pacific Ocean	Dec. 19	Apr. 9, 1838	1,665	.....	.....
.....do	Nov. 2	Apr. 28, 1837	237	890	.....
.....do	Oct. 8	Dec. 8, 1836	2,200	.....	.....
.....do	May 1	May 13, 1837	1,293	.....	.....
.....do	Nov. 17	Apr. 8, 1838	1,447	40	.....
.....do	Dec. 4	Jan. 21, 1838	2,032	7	.....
South Atlantic	May 9	May 11, 1835	230	1,400	15,000	
Pacific Ocean	Aug. 21	Sept. 27, 1837	1,591	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1834.				
<i>New Bedford, Mass.—Continued.</i>				
William Hamilton	Ship	463	William Swain	I. Howland, jr., & Co.
Zephyr	do	361	Thomas Severance	Alexander Gibbs
<i>Fairhaven, Mass.</i>				
Addison	Ship	496	Avory Parker	Gibbs & Jenney
Albion	do	326	Sheffel Read	E. Sawin
Charles Drew	do	344	Robert F. Fosdick	Lemuel Tripp
Cadmus	do	320	William Crowell	Atkins Adams
Herald	do	262	Isiah West	
Heroline	do		Daniel Borden	
Heeper	Bark	261	Obed Fosdick	Charles W. Morgan
Isabella	Ship	410	Frederick C. Taber	James H. Howland
Jasper	do	359	Elihu Gifford	
Leonidas	do		Benjamin J. Crapo	
London Packet	do	280	Gilbert Jenney	Gibbs & Jenney
Maine	do	284	Jared Worth	
Oregon	do		Edward Harding	
Pindus	Bark	193	George W. Nye	Lemuel Tripp
<i>Rochester, Mass.</i>				
Dryade	Bark	263	Joseph R. Taber	G. Barstow & Son
Laurel	Schooner		Mayhew	do
Shylock	Ship		Clement Hammond	
<i>Edgartown, Mass.</i>				
Loan	Ship	262	Luce	Abraham Osborne
Meridian	do	381	Fisher	G. Norton
<i>Newburgh, N. Y.</i>				
Russell	Ship	387	Brook	Charles Ludlow
<i>Falmouth, Mass.</i>				
Brunette	Bark		Fisher	Elijah Swift
<i>Dartmouth, Mass.</i>				
Forester	Bark	243	Edward G. Clark	Prince Sears
South Carolina	Ship	302	Edmund Maxfield	James Rider
Washington	do	344	Elihu Russell	B. & J. W. Howland
<i>Westport, Mass.</i>				
Industry	Brig	94	George Soule	
Thos. Winslow	do		Benjamin Seabury, jr	
<i>Nantucket, Mass.</i>				
American	Ship	340	Aaron Coffin	Matthew Crosby
Alpha	do	345	Frederick B. Chase	Hadwen & Barney
Amazon	Sloop		Riddell	
Christopher Mitchell	Ship	387	Sanford Wilber	Chris. Mitchell & Co.
Clarkson	do	320	William Plasket	James Athearn
Elizabeth Starbuck	do	381	Obed Cathcart	Levi Starbuck
Franklin	do	246	Edward H. Morton	James Athearn
George	do	339	John C. Congdon	
Harmony	Schooner		Chadwick	Rand & Coffin
			Swain	
Jones Hale	Sloop		Kuhn	
Japan	Ship	332	Edwin Hiller	James Athearn
Lima	do	286	William Wyer	William B. Coffin
Lexington	Schooner		Drew	Philip H. Folger
Neptune	do		Farris	
			Coon	
Phoebe	Ship	379	Shubael S. Russell	Chris. Mitchell & Co.
Phenix	do	323	Isaac B. Hussey	T. & P. Macy

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean..	May 28	Aug. 23, 1837	<i>Bbls.</i> 4,008	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic.	June 6	Mar. 15, 1836	40	1,960	.....
Pacific Ocean..	June 10	Dec. 21, 1837	2,090	.....	.....	Sold to New Bedford, 1838.
South Atlantic	May 30	Mar. 11, 1835	375	2,118	.....
Pacific Ocean..	Nov. 24	Apr. 28, 1838	2,432	.....	.....
do	Oct. 16	Nov. 21, 1837	2,063	.....	.....
South Atlantic	June 26	June 12, 1835	70	950	8,000	
do	May 22	Apr. 21, 1835	.....	1,786	.....
Pacific Ocean..	Dec. 5	Sept. 13, 1838	1,063	96	.....
do	Nov. 2	Aug. 30, 1838	2,546	.....	.....	Sold to New Bedford.
Indian Ocean..	May 22	July 25, 1835	350	1,800	21,000	
South Atlantic	June 11	Apr. 15, 1836	.....	1,000	.....
Indian Ocean..	May 17	Mar. 18, 1836	200	2,000	.....
South Atlantic.	May 25	Jan. 2, 1836	160	1,950	.....
Pacific Ocean..	Oct. 14	.....	.....	.....	.....	Oregon lost May, 1837, on a reef near Tahiti, had 2,300 sperm; saved 1,400.
do	Oct. 14	Apr. 28, 1836	454	104	.....
Atlantic	July 3	Dec. 14, 1835	140	1,630	.....
do	.....	Nov. 5, 1834	250	.....	.....
do	July 15	May 24, 1835	200	900	6,000	
Pacific Ocean..	Aug. 10	Nov. 26, 1837	1,000	.....	.....	Lost in the Pacific, 1836, with all on board had about 2,300 sperm.
do	Nov. 4	.....	.....	.....	.....
do	Aug. —	Jan. 7, 1838	1,400	.....	.....	Sold to Dartmouth, 1838.
.....	May 3	Nov. 4, 1834	60	.....	.....
Pacific Ocean..	Mar. 13	Apr. 28, 1837	528	.....	.....
South Atlantic	July 14	Mar. 19, 1835	40	1,400	.....
Pacific Ocean..	Feb. 2	Mar. —, 1836	200	2,100	.....
Atlantic	Apr. 4	Nov. 14, 1834	210	.....	.....
Capo Verde	Apr. 4	Dec. 15, 1834	170	.....	.....
Pacific Ocean..	June 3	Nov. 21, 1837	1,285	.....	.....	Built, 1834, at Mattapoisett.
do	July 25	Dec. 31, 1837	1,660	.....	.....	Returned with boat stove.
do	Aug. 13	Aug. 15, 1834	.....	.....	.....	No report.
Atlantic	Aug. 15	Aug. 19, 1834	.....	.....	.....
do	Sept. 23	Oct. 7, 1834	.....	35	.....
do	Oct. —	May 7, 1835	.....	.....	.....
Pacific Ocean..	July 15	Aug. 21, 1837	2,843	.....	.....	Built at Mattapoisett, 1834.
do	Aug. 9	Dec. 20, 1837	2,521	.....	.....
do	July 27	May 5, 1837	2,708	.....	.....	Do.
do	June 15	June 12, 1837	160	45	.....
Atlantic Ocean	Aug. 4	May 12, 1836	396	1,255	.....	Sold to New Bedford, 1836.
Gulf Mexico	.....	Sept. 25, 1834	360	.....	.....
do	Dec. 5	July 20, 1835	150	.....	.....
Atlantic	Aug. 11	Aug. 14, 1834	.....	.....	.....	Lost mainsail.
do	Aug. —	Aug. 19, 1834	.....	.....	.....	No report.
Indian Ocean..	Sept. 3	Nov. 22, 1837	2,115	.....	.....
Pacific Ocean..	Dec. 9	Apr. 7, 1838	1,173	.....	.....
Gulf Mexico	Nov. 10	Sept. 22, 1835	130	.....	.....
do	Aug. 23	Aug. 30, 1834	.....	.....	.....	Do.
Atlantic	Sept. 11	Sept. 26, 1834	.....	Clean	.....
Pacific Ocean..	May 25	Nov. 21, 1837	1,009	.....	.....	Sent home 115 sperm.
do	July 6	Feb. 3, 1837	2,345	.....	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1834.				
<i>Nantucket, Mass.—Continued.</i>				
Ploughboy	Ship	391	Moses Brown	Philip H. Folger
Pacific	do	314	Joseph Congdon	Paul Mitchell & Sons
Planter	do	340	Benben Manter	William B. Coffin
Primrose	Schooner		— Fisher	David Joy
Rellance	Schooner		{ P. C. Myrick	{
			{ — Farris	
Statira	Ship	346	P. C. Myrick	Samuel B. Tuck
Sarah	do	495	George Cannon, jr	Jared Coffin
			Joseph Holley	
Warren	Sloop		— Baker	
Zone	Ship	365	John M. Russell	S & J. Mitchell
<i>Salem, Mass.</i>				
Islette	Ship	275	— Sistare	John B. Osgood
<i>Lynn, Mass.</i>				
Clay	Ship	299	C. Church	H. Chase & Co.
Com. Preble	do	323	— Loper	S. H. Gardner
Louisa	do	363	L. Woolley	H. Chase & Co.
<i>Dorchester, Mass.</i>				
Courier	Ship	393	W. Luce	Josiah Stickney
Herald	do	242	J. C. Lincoln	do
<i>Gloucester, Mass.</i>				
Mt. Wallaston	Ship		— Adams	
<i>Newburyport, Mass.</i>				
Newburyport	Ship	341	— Starbuck	Hunt & Titcomb
Navy	do	356	F. Neil	
<i>Plymouth, Mass.</i>				
Arabella	Ship	404	— Eldridge	James Bartlett, jr.
<i>Bristol, R. I.</i>				
Essex	Ship	300	— Coleman	William B. Taylor
Fama	do		— Littlefield	
Gov. Fenner	do	375	— Swain	William H. DeWolf
Gov. Hopkins	Brig	141	— Bly	William B. Taylor
Lemuel C. Richmond	Ship		Joseph Sherman	
<i>Warren, R. I.</i>				
Atlantic	Ship	323	— Mason	Driscoll & Child
Galen	do	365	— Borden	do
Miles	do		— Luce	
North America	do		— Grinnell	Driscoll & Child
Philip Tabb	do	405	— Bowen	do
William Baker	do	224	— Wilcox	do
Warren	do	382	— Mayhew	Joseph Smith, jr., & Co.
<i>Providence, R. I.</i>				
Brunswick	Ship	295	— Stuart	Amherst & Everett
<i>Newport, R. I.</i>				
Harvest	Bark		Andrew Pickens	Devins & Clark
Mechanic	Ship		Edward Harding	Bush & Lee
<i>New London, Conn.</i>				
Ann Maria	Ship		— Chester	
Bingham	do	375	— Smith	Benjamin Brown
Com. Perry	do	270	— Hobron	C. Chew & Co.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean.	July 22	Apr. 9, 1836	Bbls.	Bbls.	Lbs.	
....do	July 29	Nov. 13, 1837	1, 811	471	.....
....do	Oct. 31	Aug. 6, 1837	2, 033	.....	.....
{ Mexico .....	.....	Aug. 25, 1834	1, 054	826	.....
{ Guinea	Sept. 25	Sept. 21, 1835	70	.....	.....	Returned leaky.
Atlantic	Aug. 15	.....	30	.....	.....	No report.
.....do	Sept. 30	Sept. 30, 1834	.....	.....	.....	Do.
.....do	Oct. 4	Oct. 9, 1834	.....	Clean	.....
Pacific Ocean..	Aug. 14	June 14, 1836	1, 201	333	.....
....do	Dec. 31	Nov. 3, 1837	2, 326	.....	.....	Went to New York, freighting, 1837; returned 1839.
Atlantic	Aug. 7	Aug. 10, 1834	.....	18	.....	No report.
.....do	Aug. 10	Aug. 19, 1834	.....	.....	.....	Returned with one small whale.
.....do	Aug. 23	Aug. 30, 1834	.....	.....	.....	Captain Russell and one man lost overboard in a gale off New Zealand.
Pacific Ocean.	Apr. 12	Sept. 7, 1837	1, 475	.....	.....
South Atlantic	May 21	Apr. 21, 1835	.....	1, 400	.....
South Atlantic	June 2	Apr. 27, 1835	.....	1, 450	.....
Pacific Ocean.	Nov. 8	Apr. 25, 1836	450	1, 400	.....
South Atlantic	July 1	.....	.....	.....	.....
South Atlantic	June 24	Mar. 24, 1836	500	1, 250	.....
Indian	Sept. 30	Mar. 17, 1837	1, 200	450	.....
South Atlantic	June —	Mar. 10, 1836	550	1, 600	.....
Pacific Ocean..	Aug. 15	June 9, 1837	2, 700	.....	.....	Built 1834; sold 1837.
South Atlantic	Nov. 7	Apr. —, 1835	.....	2, 100	.....
South Atlantic	July 9	May 14, 1836	300	1, 300	.....
Pacific Ocean..	Jan. —	June 1, 1837	500	.....	.....
South Atlantic	.....	Mar. 11, 1836	400	1, 450	.....
Pacific Ocean..	Aug. 22	Mar. 25, 1835	1, 350	300	.....	Withdrawn for freighting, 1836
Africa	Nov. 24	.....	.....	.....	.....
Pacific Ocean..	Jan. 17	.....	.....	.....	.....	Built 1834 at Bristol.
South Atlantic	June 14	Mar. 2, 1836	40	480	.....
Pacific Ocean..	Aug. 31	Jan. 8, 1837	1, 600	.....	.....
South Atlantic	.....	May 18, 1835	50	1, 150	9, 000	
....do .....	.....	Apr. 7, 1835	100	1, 500	.....
....do .....	.....	Apr. 8, 1836	300	2, 300	.....
....do	Aug. 19	.....	.....	.....	.....
Pacific Ocean..	Sept. 28	.....	.....	.....	.....
South Atlantic	Apr. 15	Apr. 7, 1836	60	1, 440	.....	Bought from New York, 1833.
Indian Ocean..	Dec. 12	May 14, 1836	370	1, 130	14, 000	
Pacific Ocean..	Sept. 22	July 6, 1838	1, 740	.....	.....	Built 1834.
South Atlantic	May —	Apr. 21, 1835	600	1, 200	
....do	June 2	Feb. 17, 1836	350	1, 650	
....do	July 1	Mar. 12, 1836	370	1, 470	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1834.				
<i>New London, Conn.—Continued.</i>				
Connecticut.....	Ship.....	398	— Middleton.....	Thomas W. Williams...
Chloeae.....	do.....	396	— Butler.....	Havens & Smith.....
Emily.....	Schooner.....	..	..	..
Electra.....	Ship.....	347	— Payne.....	William Williams, jr.....
Flora.....	do.....	..	— McLean.....	..
Friends.....	do.....	403	— Butler.....	Benjamin Brown.....
George.....	do.....	290	— Tate.....	L. Allen.....
Indian Chief.....	do.....	401	— Longlass.....	E. M. Frink & Co.....
Julius Caesar.....	do.....	..	— Hobron.....	..
John and Edward.....	do.....	..	— Bailey.....	..
Jones.....	do.....	..	— Fish.....	..
Neptune.....	do.....	285	— Andrews.....	Thomas W. Williams.....
Osprey.....	Brig.....	..	— Fordham.....	..
Phoenix.....	Ship.....	404	— Allen.....	N. & W. W. Billings.....
Tuscarora.....	do.....	..	— Smith.....	..
<i>Stonington, Conn.</i>				
Acæta.....	Ship.....	330	— Peabody.....	Charles P. Williams.....
Eveline.....	Schooner.....	..	..	..
<i>Mystic, Conn.</i>				
Aeronaut.....	Ship.....	265	— Mallory.....	Charles Mallory.....
Bingham.....	do.....	375	— Smith.....	do.....
Blackstone.....	Bark.....	..	— Andrews.....	..
Meteor.....	Ship.....	..	— Bailey.....	..
<i>Norwich, Conn.</i>				
Atlas.....	Ship.....	261	— Fuller.....	..
<i>Sag Harbor, N. Y.</i>				
Ann.....	Ship.....	290	— Howell.....	Marcus B. Osborn.....
American.....	do.....	..	— Jones.....	..
Acæta.....	do.....	286	— Howell.....	Mulford & Sleigh.....
Cadmus.....	do.....	307	— Hand.....	do.....
Columbia.....	do.....	28	— Hedges.....	Luther D. Cook.....
Gem.....	do.....	..	— Rogers.....	..
Henry.....	do.....	333	— Cartwright.....	Charles T. Dering.....
Hudson.....	do.....	..	— Greene.....	L. D. Cook.....
Hannibal.....	do.....	311	— Harris.....	S. & B. Hunting & Co.....
Marcus.....	do.....	2-3	— Eldridge.....	S. & N. Howell.....
Neptune.....	do.....	338	— Sayre.....	S. & B. Hunting & Co.....
Nimrod.....	do.....	284	— Barnes.....	C. T. Dering & Co.....
Ontario.....	do.....	36	— Parker.....	S. & B. Hunting & Co.....
Phoenix.....	do.....	314	— Cooper.....	Luther D. Cook.....
Thames.....	do.....	..	— Green.....	..
Telegraph.....	do.....	..	— Howett.....	..
Thorn.....	do.....	297	— Havens.....	Mulford & Sleigh.....
Washington.....	do.....	..	— Topping.....	..
<i>Greenport, N. Y.</i>				
Delta.....	Ship.....	314	— Payne.....	H. & N. Corwin.....
Triad.....	do.....	314	— Case.....	do.....
<i>Hudson, N. Y.</i>				
George Clinton.....	Ship.....	427	— Barrett.....	Robert A. Barnard.....
James Munroe.....	do.....	427	— Plankett.....	Barnard, Curtis & Co.....
<i>New York, N. Y.</i>				
Deadmona.....	Ship.....	297	— Smith.....	Pell, Zabieaki & Pell.....
Elizabeth Jane.....	Schooner.....	..	— Alberton.....	..
Washington.....	Ship.....	..	— Clark.....	..
White Oak.....	Bark.....	..	— Fordham.....	..
<i>Poughkeepsie, N. Y.</i>				
New England.....	Ship.....	375	— Terry.....	David S. Shearman.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic	June 2	Jan. 19, 1836	150	2,050	On a whaling and sealing voyage.
Pacific Ocean..	Nov 5	Mar. 23, 1838	1,800	.....	.....
South Atlantic	Aug. 15	.....	.....	.....	.....
.....do.....	June 10	May 16, 1835	150	1,600	Bought from Dartmouth, 1834. Added 1835.
.....do.....	.....	Apr. 14, 1835	250	1,600	14,000
.....do.....	May 4	Mar. 11, 1836	20	2,800	.....
.....do.....	June 2	Feb. 22, 1836	100	2,000	R. J. Batley, first mate John and Edward, died, 1834.
Indian Ocean..	Feb. 18	Mar. 1, 1836	700	700	.....
South Atlantic	.....	Apr. 21, 1835	.....	2,000	16,000
East Cape.....	Jan. 31, 1835	160	2,300	Returned with skins, oil, and bone.
South Atlantic	.....	Mar. 19, 1835	200	1,600	.....
.....do.....	June 10	Apr. 16, 1836	.....	1,650	.....
.....do.....	June 12, 1835	220	Returned leaky.
Pacific Ocean..	Mar. 25	May 20, 1837	2,900	.....	.....
South Atlantic	.....	Apr. 21, 1835	.....	2,700	25,000
South Atlantic	June 2	Apr. 10, 1835	100	1,600	Also reported with 1,400 whale, 150 sperm. Built at Wareham 1834.
.....do.....	.....	May 3, 1835	.....	.....	.....
South Atlantic.	June 2	Mar. 19, 1836	160	2,300	.....
.....do.....	May 24	Feb. 17, 1836	Lost at the Marquesas, 1835; had 2,000 barrels.
.....do.....	.....	Jan. —, 1835	170	130	.....
.....do.....	.....	Feb. 7, 1836	30	2,600	.....
South Atlantic	July 27	Oct. 4, 1835	270	700	Also reported with 1,400 whale, 150 sperm. Built at Wareham 1834.
South Atlantic	June 4	May 11, 1835	65	975	.....
.....do.....	.....	May 8, 1835	300	2,000	18,000
.....do.....	July 10	May 11, 1835	140	1,550	Lost on New Jersey, homeward bound, January 18, 1838; saved 1,450 sperm.
.....do.....	June 4	May 3, 1835	.....	1,300	.....
.....do.....	July 14	May 12, 1835	200	1,600	1,300	
.....do.....	Apr. 21, 1835	300	1,300	Also reported with 1,400 whale, 150 sperm. Built at Wareham 1834.
.....do.....	May 12	May 2, 1835	.....	.....	.....
Indian Ocean..	.....	Jan. 29, 1835	350	2,350	2,500
South Atlantic	July 1	May 11, 1835	1,500	Lost at the Marquesas, 1835; had 2,000 barrels.
.....do.....	July 14	June —, 1835	70	1,000	.....
.....do.....	June 26	May 7, 1835	200	1,950	15,000	
.....do.....	July 23	May 16, 1835	130	220	Also reported with 1,400 whale, 150 sperm. Built at Wareham 1834.
.....do.....	July 17	May 11, 1836	.....	1,70	.....
.....do.....	July 25	May 10, 1835	50	1,900	.....
.....do.....	June 4	May 24, 1835	1,300	Also reported with 1,400 whale, 150 sperm. Built at Wareham 1834.
Pacific Ocean..	.....	.....	.....	.....	.....
South Atlantic	July 26	Apr. —, 1835	.....	1,300	.....
Tristan.....	May 12, 1835	30	1,800	1,400	Also reported with 1,400 whale, 150 sperm. Built at Wareham 1834.
South Atlantic	July 8	May —, 1835	.....	1,800	.....
.....do.....	June 4	May —, 1835	.....	1,900	.....
Pacific Ocean..	Aug. 16	Also reported with 1,400 whale, 150 sperm. Built at Wareham 1834.
.....do.....	Nov. 10	July 3, 1838	1,650	.....	.....
South Atlantic	May 20	Apr. 28, 1835	.....	1,550	.....
South Pacific..	Nov. 5, 1834	12	1,400	Also reported with 1,400 whale, 150 sperm. Built at Wareham 1834.
Pacific Ocean..	May 25	.....	.....	.....	.....
South Atlantic	Apr. —, 1835	57	940	
South Atlantic	June 7	Aug. 3, 1836	800	2,000	Built 1834.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1834.				
<i>Newburgh, N. Y.</i>				
Russell.....	Ship...	387	— Brook.....	Charles Ludlow.....
<i>Portland, Me.</i>				
Science.....	Ship...	386	— Whippey.....	Chadwick & Davis.....
<i>Wiscasset, Me.</i>				
Wiscasset.....	Ship....	386	Richard Macy.....	Jothan Parsons.....
<i>Portsmouth, N. H.</i>				
Plato.....	Ship....		— Menter.....	
Triton.....	do.....		— Flanders.....	
<i>Provincetown, Mass.</i>				
Imogene.....	Brig....		— Smalley.....	
<i>Fall River, Mass.</i>				
Gold Hunter.....	Ship....		— Coffin.....	
<i>Bridgeport, Conn.</i>				
Atlantic.....	Ship....		— Young.....	
<i>Wilmington, Del.</i>				
Ceres.....	Ship....	322	— Weeden.....	William Wheeler.....
1835.				
<i>New Bedford, Mass.</i>				
Abigail.....	Ship....	310	William H. Reynard..	C. W. Morgan.....
Alexander.....	do.....	422	Simeon Price.....	J. A. Parker & Son.....
America.....	do.....	410	Elihu Gifford.....	I. Howland, jr., & Co.....
Brandt.....	do.....	310	James Maxfield.....	Alexander Gibbs.....
Brighton.....	do.....	35	Ebenezer Smith, jr..	Charles R. Tucker.....
Corinthian.....	do.....	401	Leonard Crowell.....	George Howland.....
Com. Decatur.....	do.....	24	Joseph H. Trapp.....	Jireh Perry.....
Condor.....	do.....	34	George H. Dexter.....	C. W. Morgan.....
Clarice.....	Bark....	237	Edward Morrill.....	do.....
China.....	do.....	370	William E. Tower.....	William H. Stowell.....
Coral.....	do.....	370	Hervey Sherman.....	Gideon Allen.....
Cicero.....	do.....	25	Owou Hillman, jr..	Kollock & Grinnell.....
Ceres.....	do.....	37	John S. Barker.....	G. R. Thornton.....
Charleston Packet.....	Brig....	18	Ebenezer Ellis, jr..	Crane & French.....
Delight.....	do.....	10	Roy G. Sanford.....	Jona. Mosher.....
Endeavor.....	Ship....	25	Ebenezer L. Stetson..	C. C. Gilbert.....
Eliza Adams.....	do.....	40	John O. Morse.....	
Elizabeth.....	Bark....	200	Eliza Dexter.....	
Emerald.....	Ship....	354	Clement Norton.....	Thomas Riddell & Sons.....
Frances Henrietta.....	do.....	40	Richard G. Luce.....	Charles W. Morgan.....
Fenelon.....	do.....	3	John R. L. Smith.....	David Coffin.....
Friendship.....	do.....	308	Isaiah West.....	
George Porter.....	do.....	28	Ephraim Poole.....	Thomas Riddell & Sons.....
Gratitude.....	do.....	33	Alfred H. Fisher.....	do.....
General Pike.....	do.....	31	Thomas Dexter.....	Oliver Crocker.....
Gideon Howland.....	do.....	37	Jireh Shearman, jr..	I. Howland, jr., & Co.....
Hercules.....	do.....	31	Albert G. Goodwin.....	Jireh Perry.....
Herald.....	do.....	27	Frederick Ricketson..	Tobey & Ricketson.....
Hibernia.....	do.....	32	John Cole.....	Alfred Gibbs & Co.....
Honqua.....	do.....	33	Edward P. Mosher.....	Alexander Gibbs.....
Iris.....	do.....	31	Edward W. Coffin.....	E. Dunbar & Co.....
Independence.....	do.....	37	London Fisher.....	Thomas S. Hathaway.....
Isaac Howland.....	do.....	39	Tristram P. Swain.....	I. Howland, jr., & Co.....
Julian.....	do.....	35	— Trapp.....	Thomas Riddell & Sons.....
Java.....	do.....	23	Otis Smith.....	George Howland.....
John Adams.....	do.....	26	Abraham Russell, 2d..	Jireh Perry.....
Janus.....	do.....	27	Ellery T. Taber.....	T. & A. R. Nye.....
Lucas.....	do.....	20	Richard Flanders.....	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean..	Aug. —	Jan. 7, 1837	Bbls. 1,400	Bbls.	Lbs.	
Pacific Ocean..	Jan. 25	May 4, 1838	2,100	.....	.....
Pacific Ocean..	May 13	Sept. 10, 1837	2,800	.....	.....
South Atlantic.	Jan. 1	Feb. —, 1835	250	700	7,000	
.....do.....	May —	Apr. —, 1835	.....	1,40	.....
Cape G'd Hope	.....	Dec. 16, 1834	400	.....	.....
South Atlantic	.....	Mar. 6, 1835	.....	1,850	.....
South Atlantic	.....	Mar. —, 1835	.....	80	.....
Pacific Ocean..	May 5	Oct. 5, 1837	1,000	.....	.....
Pacific Ocean..	Oct. 24	Oct. 26, 1838	2,400	1	.....
.....do.....	Apr. 27	July 25, 1838	1,200	.....	.....
Indian Ocean..	Oct. 25	Apr. 19, 1838	911	2,20	.....	Bought from Boston 1835.
South Atlantic	May 24	Dec. 18, 1838	263	852	.....
Pacific Ocean..	June 14	Oct. 26, 1839	1,580	.....	.....
.....do.....	Nov. 8	Feb. 20, 1839	3,045	3	.....
South Atlantic	June 14	Apr. 10, 1836	.....	71	7,000	
Brazil	Oct. 29	Feb. 25, 1837	29	2,24	.....
Atlantic	May 13	Aug. 4, 1836	474	61	.....
South Atlantic	July 2	Apr. 10, 1837	.....	2,985	22,800	
Pacific Ocean..	Aug. 24	Nov. 13, 1838	2,400	14	.....
South Atlantic	June 2	Mar. 11, 1837	325	1,164	8,808	
South Atlantic	May 28	Apr. 15, 1837	341	2,17	21,100	
and Ind.	.....	.....	.....	.....	.....
South Atlantic	Nov. 21	Mar. 15, 1837	40	87	8,000	
Atlantic	Nov. 1	Aug. 30, 1836	143	11	.....
Pacific Ocean..	May 13	.....	.....	.....	.....
.....do.....	Nov. 1	Apr. 29, 1837	281	1,537	.....
South Atlantic	Sept. 7	.....	.....	.....	.....	Wrecked at Pico September, 1836.
.....do.....	July 15	Apr. 13, 1837	.....	2,890	26,100	
Brazil Banks..	Apr. 23	June 19, 1836	148	2,19	.....	Take off Brazil a 200-barrel whale.
South Atlantic	June 21	Feb. 25, 1837	270	2,760	.....
New Zealand..	July 9	.....	.....	.....	.....
South Atlantic	July 26	May 1, 1836	.....	70	.....
New Zealand..	Sept. 11	Aug. 19, 1837	300	3,104	.....
South Atlantic	May 21	Mar. 9, 1837	565	1,97	20,800	
Pacific Ocean..	May 27	Sept. 13, 1838	1,746	.....	.....
South Atlantic	July 12	Mar. 29, 1837	457	1,873	15,600	
Indian Ocean..	Aug. 5	Sept. 15, 1837	1,400	350	.....
South Atlantic	May 13	Mar. 16, 1836	.....	2,397	25,000	
and Ind.	.....	.....	.....	.....	.....
South Atlantic	Aug. 9	Apr. 9, 1837	176	1,725	15,400	
Pacific Ocean..	Oct. 14	May 4, 1839	1,305	230	.....
.....do.....	Sept. 1	.....	.....	.....	.....
.....do.....	July 1	Oct. 4, 1838	2,620	.....	.....	Lost at Vanuoo, 1837.
South Atlantic	July 1	July 25, 1838	.....	3,217	.....
.....do.....	July 11	Apr. 26, 1837	279	1,553	.....
Coast Chili...	June 22	Apr. 19, 1837	272	1,515	.....
South Atlantic	May 21	Apr. 15, 1837	148	1,941	16,475	
New Zealand..	July 9	Apr. 15, 1836	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1835.				
<i>New Bedford, Mass.—Continued.</i>				
Lalla Rookh.....	Ship...	323	Edward W. Howland	J. A. Parker & Son.....
Liverpool.....	do.....	305	Francis Fisher	Abraham Barker.....
Leader.....	Bark...	169	Alexander P. Weeks	David Coffin.....
Mary Ann.....	do.....	171	William Handy, jr.	.....
Milo.....	Ship...	398	Shubael Worth.....	Andrew Robeson.....
Maria Theresa.....	do.....	330	Joseph B. Taber.....	.....
Messenger.....	do.....	217	John G. Chase.....	.....
Nile.....	do.....	371	James Townsend.....	.....
Ospray.....	Bark...	169	Cornelius Noyes.....	T. & A. R. Nye.....
Octavia.....	do.....	257	James Alley.....	.....
Phoenix.....	Ship...	423	Squitro Sandford.....	J. A. Parker & Son.....
Pocahontas.....	Brig...	141	Isaac J. Sanford.....	Alexander Gibbs.....
Pacific, 2d.....	Ship...	331	David Collins.....	Andrew Robeson.....
Parachute.....	do.....	330	Edmund Maxfield.....	.....
Phocion.....	do.....	265	Warren N. Bourne.....	Palmer & Coggeshall..
Parker.....	do.....	406	William Austin.....	J. A. Parker & Son.....
Parthian.....	Brig...	119	John Adams.....	Crane & French.....
Roman.....	Ship....	375	Robert M. Joy.....	E. Dunbar & Co.....
Richmond.....	do.....	291	John Tucker.....	I. Howland, jr., & Co..
Robert Edwards.....	do.....	356	Edward Howland...	J. & J. Howland.....
Rajah.....	Bark...	250	George W. Bennett...	Isaiah Burgess.....
Stephania.....	Ship...	315	Stephen H. Hathaway	Palmer & Coggeshall..
Sally Anne.....	do.....	311	David Flanders.....	.....
Samuel Robertson.....	do.....	421	Daniel McKenzie.....	Andrew Robeson.....
— Swift.....	do.....	456	Alexander M. Chase...	.....
St. George.....	do.....	40	Jared Fisher.....	Abraham Barker.....
Tuscaloosa.....	do.....	284	William Hussey.....	Howland & Hussey...
Timoleon.....	do.....	346	John Bunker.....	William T. Russell.....
Two Brothers.....	do.....	288	Henry F. Eastham.....	D. R. Greene & Co.....
Victory.....	do.....	268	John N. Cotton.....	Gideon Allen.....
William and Eliza.....	do.....	321	Job Collins.....	George Randall.....
William Rotch.....	do.....	200	David B. Delano.....	John Coggeshall.....
William Thompson.....	do.....	415	Hiram Weeks.....	Jireh Perry.....
Waverly.....	do.....	327	Reuben Russel, 2d...	I. Howland, jr., & Co..
<i>Fairhaven, Mass.</i>				
Ansell Gibbs.....	Ship....	319	Tristram D. Pease.....	Gibbs & Jenney.....
Arab.....	Bark...	275	Charles C. Russell.....	.....
Arab.....	Ship...	336	Arthur Cox.....	E. Sawin.....
Columbus.....	do.....	382	Benjamin Ellis.....	Gibbs & Jenney.....
Eliza Adams.....	do.....	403	John O. Morse.....	Atkins Adams.....
Friendship.....	do.....	366	Isaiah West.....	Gibbs & Jenney.....
Favorite.....	Bark...	293	John Bunting.....	E. Sawin.....
Herald.....	do.....	262	Zenas Dillingham.....	Samuel Borden.....
Heroine.....	do.....	337	Daniel Borden.....	E. Sawin.....
Isabella.....	Bark...	243	John D. Taber.....	do.....
Java.....	Ship...	292	Randall Kelley.....	A. Adams.....
Jasper.....	do.....	360	Stephen Raymond.....	do.....
Marcia.....	do.....	314	Benjamin Cushman...	E. Sawin & Co.....
South Boston.....	do.....	339	Peter Butler.....	E. Sawin.....
<i>Edgartown, Mass.</i>				
George and Mary.....	Ship....	356	— Coffin.....	Abraham Osborne.....
Gold Hunter.....	Brig...	202	— Allen.....	Coffin & Darrow.....
Splendid.....	Ship...	392	— Luce.....	Abraham Osborne.....
<i>Holmes & Hole, Mass.</i>				
Delphos.....	Ship....	338	Merry.....	Thomas Bradley.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Indian Ocean ..	Dec. 13	Apr. 26, 1837	278	1,032	.....	Captain Howland and boat's crew lost.
South Atlantic.	May 28	May 3, 1836	150	1,350	.....
Pacific Ocean ..	May 28	Apr. 9, 1836	480	132	.....	Sold to Westport 1836.
Atlantic	July 8	.....	.....	.....	.....	Returned September 15 with Captain Handy, sick; sailed again September 23; upset and abandoned September 29, 1835.
Pacific Ocean ..	Mar. 12	Oct. 26, 1836	2,536	.....	.....	Sailed January 22; returned, leaking 1,000 strokes per hour, and sailed again.
South Atlantic.	July 30	June 12, 1836	100	1,900	.....
.....do	Aug. 19	.....	.....	.....	.....
.....do	Aug. 14	.....	.....	.....	.....
Pacific Ocean ..	June 30	.....	.....	.....	.....	Condemned at Tahiti April 7, 1837; had 800 barrels oil; sold at Tahiti.
South Atlantic.	June 7	.....	.....	.....	.....
Pacific Ocean ..	Jan. 18	Oct. 26, 1836	2,901	.....	.....
West'n Islands.	July 12	Jan. 1, 1836	80	.....	.....	Sailed first March 5, 1835, Allen Wilkey, captain.
Atlantic	July 14	Apr. 9, 1837	52	2,533	.....
South Atlantic.	July 8	.....	.....	.....	.....
.....do	Aug. 14	Apr. 16, 1837	437	1,760	.....
Pacific Ocean ..	May 30	May 3, 1839	1,523	1,53	15,900	
Atlantic	Aug. 27	.....	.....	.....	.....	Condemned and sold at Rio Janeiro August, 1836.
Pacific Ocean ..	Nov. 28	Apr. 7, 1839	2,993	.....	.....
.....do	May 27	.....	1,400	.....	.....	Lost 2d and 3d mates and 9 men. Condemned at Bay of Islands August, 1839. Oil sold.
.....do	Sept. 4	May 21, 1838	2,530	.....	.....
South Atlantic.	June 30	Apr. 10, 1837	108	1,389	.....
South Atlantic and Ind.	Oct. 16	May 18, 1837	316	930	.....	Captain Bennett came home sick 1836.
South Atlantic	May 13	Apr. 15, 1836	190	1,750	.....
South Atlantic and Ind.	Aug. 23	June 24, 1837	183	3,351	.....	Bought from New York 1835.
Pacific Ocean ..	Nov. 6	.....	.....	.....	.....
.....do	Nov. 6	June 19, 1839	2,485	.....	.....	Bought from New York 1835.
South Atlantic.	July 12	Dec. 16, 1817	139	1,862	.....	Bought from New York 1835.
Pacific Ocean ..	Nov. 13	June 24, 1839	1,209	244	.....
Indian Ocean ..	Oct. 9	Apr. 10, 1837	99	1,487	.....
Pacific Ocean ..	Dec. 7	.....	1,600	.....	.....	Condemned at Otaheite July 12, 1836.
.....do	Aug. 21	May 3, 1839	1,641	75	.....
.....do	Nov. 17	Mar. 1, 1839	1,925	.....	.....
.....do	June 18	Aug. 31, 1838	1,352	2,854	.....
.....do	July 8	Oct. 4, 1836	1,450	620	.....
Indian & Pacific	Dec. 10	Aug. 1, 1839	1,810	.....	.....	Built 1835.
Pacific Ocean ..	June 23	Mar. 11, 1836	360	2,400	.....
South Atlantic	June 14	Aug. 3, 1836	223	2,252	.....
Indian & Pacific	June 7	Feb. 26, 1837	605	2,047	.....
Pacific Ocean ..	Nov. 21	July 15, 1838	3,230	.....	.....
New Zealand ..	July 9	Apr. 15, 1837	706	2,164	.....
S. A. and Indian	Jan. 27	Mar. 16, 1837	152	593	5,500	
South Atlantic	July 30	Apr. 12, 1836	.....	599	.....
.....do	July 7	Apr. 17, 1836	146	629	.....
Pacific Ocean ..	Aug. 22	Sept. 25, 1837	1,803	.....	.....
New Zealand ..	Oct. 31	Feb. 11, 1838	1,163	778	.....
.....do	Sept. 13	June 24, 1837	232	1,755	.....
Pacific Ocean ..	June 17	Nov. 22, 1836	180	2,190	.....
South Atlantic.	July 13	Aug. 9, 1837	378	2,594	.....
Pacific Ocean ..	Aug. 2	May 10, 1839	3,000	.....	.....
Atlantic	Apr. 19	May 14, 1836	430	60	.....
Pacific Ocean ..	Aug. 14	Sept. 12, 1839	1,600	500	Built at Mattapoisett 1835.
Brazil	Nov. 1	July 11, 1837	160	1,920	Bought from Boston 1835.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1835.				
<i>Nantucket, Mass.</i>				
Barclay	Ship	301	Reuben Barney	Griffin Barney
Baltic	do	410	William Keene	P. H. Folger
Columbus	do	314	Peter Coffin	Paul Mitchell's Sons
Congress	do	339	William Upham	P. H. Folger
Catharine	do	324	Joseph M. Chase	Ja ed Coffin
Constitution	do	311	Edward C. Joy	C. G. & H. Coffin
Eagle	do	335	Isaac Gardner	David Joy
Ganges	do	267	Razillai T. Folger	William H. Gardner
Harmony	Schooner .....	...	A. Swain	Thomas Coffin
Howard	Ship	365	William Worth, 2d	S. & T. Hussey
John Adams	do	296	Obed Luce, jr.	Griffin Barney
Mary Mitchell	do	334	Samuel Joy	S. B. Tuck
Mary	do	36	Thomas Coffin, 2d	Daniel Jones
Mount Vernon	do	3-4	Lewis B. Imbert	William Folger
President	do	293	Seth Cathcart	Joseph Starbuck
Peru	do	257	William Brown, jr.	David Joy
Richard Mitchell	do	325	Henry C. Cleveland	P. Mitchell & Sons
Rambler	do	311	Robert M. McCleave	Aaron Mitchell
Reaper	do	338	Timothy R. Coffin	P. H. Folger
Spartan	do	333	David W. Coffin	Daniel Jones
<i>Lynn, Mass.</i>				
Atlas	Ship	260	— Gardner	H. Chase & Co
Clay	do .....	...	— Church .....	...
Ninus	do	260	— Fordham	S. H. Gardner
<i>Plymouth, Mass.</i>				
Mary and Martha	Ship	317	John B. Coffin	James Bartlett, jr.
Triton	do	315	{ — Ritchie	do
			{ — Abrams	do
<i>Salem, Mass.</i>				
Bengal	Ship	304	George Netcher	John B. Osgood
Cavalier	Bark	293	— Russell	James King
Lydia	Ship	293	— Ramsdell	John B. Osgood
Izette	do .....	...	— Sistara .....	...
Palestine	Bark	241	— Cartwright	Nathaniel Weston
Reaper	do	230	— Jackson	John B. Osgood
Richard	do	252	— Dewing	Joseph Hodges
<i>Westport, Mass.</i>				
Elizabeth	Brig	107	George Sowle	Abner B. Coffin
Industry	do	94	Hiram Francis .....	...
Mexico	do .....	...	— Davis .....	...
<i>Dartmouth, Mass.</i>				
South Carolina	Ship	301	William B. Perry	James Rider
<i>Sag Harbor, N. Y.</i>				
Ann	Ship	299	— Howell	Marcus B. Osborne
American	do	287	— Jones	S. & B. Huntington & Co
Acasta	do	280	— Glover	Mulford & Sleight
Camillus	do	345	— Topping	Charles T. Dering
Columbia	do	2-5	— Hedges	Luther D. Cook
Cadmus	do	307	— Hand	Mulford & Sleight
Gem	do	326	— Halsey	Hunting Cooper
Hudson	do .....	...	— Green	Luther D. Cook
Henry	do	333	— Cartwright	Charles T. Dering
Hannibal	do	311	— Harris	S. & B. Huntington & Co
Marcus	do	2-3	— Eldridge	S. & N. Howell
Neptune	do	3-3	— Sayre	S. & B. Huntington & Co
Nimrod	do	2-4	— Barnes	C. T. Dering & Co
Pauanua	do	464	— Howell	N. G. Howell

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	Nov. 13	— — 1839	<i>Bbls.</i> 1,550	<i>Bbls.</i>	<i>Lbs.</i>	
do	Sept. 8	Mar. 18, 1839	1,420	1,694	.....
do	June 29	Nov. 12, 1838	1,396	16	.....
do	July 23	Nov. 20, 1838	1,002	.....	.....
do	July 29	Oct. 26, 1838	3,016	.....	.....
do	Oct. 25	Apr. 7, 1839	1,630	.....	.....
Atlantic	July 20	Apr. 17, 1837	625	1,293	.....	Broken up at Nantucket 1837.
Pacific Ocean ..	Oct. 26	May 10, 1839	1,644	.....	.....
Gulf of Mexico ..	Aug. 2	Aug. 20, 1836	260	154	.....
Pacific Ocean ..	Sept. 31	Apr. 21, 1838	2,312	.....	.....
Atlantic & Ind ..	July 15	July 9, 1837	302	1,371	.....
Pacific Ocean ..	July 14	May 17, 1838	596	1,974	.....
do	July 30	May 12, 1839	1,966	515	.....
do	Oct. 5	July 17, 1839	2,456	.....	.....
do	June 24	June 1, 1838	1,670	.....	.....
do	Oct. 4	Apr. 13, 1839	676	149	.....
do	July 20	Dec. 27, 1838	1,172	937	.....
do	Sept. 8	Aug. 23, 1838	2,246	.....	.....
do	Oct. 12	.....	.....	.....	.....	Supposed to have foundered in a gale off New Zealand, and all on board lost.
do	Oct. 4	May 4, 1839	1,790	.....	.....
South Atlantic.	July 19	.....	.....	.....	.....	Condemned at Isle of France, September, 1836.
S. A. and Indian	June —	Apr. 29, 1836	.....	1,106	.....
South Atlantic.	Sept. 2	Apr. 12, 1837	120	606	.....	Bought from New York, 1835.
South Atlantic.	Sept. 17	Sept. 26, 1837	150	2,250	.....
do	July 23	— — 1834	.....	.....	.....	Returned leaky.
do	Nov. 29	Dec. 31, 1835	.....	.....	.....	Arrived at Holmes' Hole leaky.
South Atlantic	July 11	Mar. 28, 1837	140	1,600	.....
do	Oct. 25	May 22, 1737	75	.....	.....	Sold 690 whale at Rio Janeiro.
do	Sept. 29	Nov. 5, 1837	1,500	300	.....	Bought from Portsmouth 1835.
do	May 31	.....	.....	.....	.....
Pacific Ocean ..	Nov. 8	Apr. 10, 1839	1,600	.....	.....	Bought from Boston 1835.
S. A. and Indian	Aug. 5	July 12, 1837	1,100	.....	.....
South Atlantic.	Oct. 12	— — 1837	.....	.....	.....
Atlantic	June 14	June 17, 1836	330	7	.....
do	Apr. 17	.....	.....	.....	.....	The Industry sailed again late in 1835, or early in 1836, under Captain Soule, and was lost in the Gulf of Mexico with 310 sperm.
South Atlantic	Apr. —	Nov. 22, 1835	370	.....	.....
{ Cape de Verde	.....	Nov. 3, 1835	300	.....	.....
South Atlantic	Aug. 14	Apr. 23, 1837	30	1,670	.....
South Atlantic	July 13	May 3, 1836	.....	1,850	.....
do	June 29	July 1, 1836	.....	1,000	.....
do	June 17	Apr. 23, 1836	150	1,650	.....	Captain Glover was killed by a whale.
do	Aug. 2	May 10, 1836	160	1,100	.....	Bought from New York 1835.
do	July 16	May 11, 1836	400	1,000	.....
do	July 17	May 19, 1836	380	800	.....
do	June 9	Mar. 6, 1830	100	900	.....
do .....	.....	July 1, 1836	520	1,400	.....
do	July 20	Apr. 18, 1836	.....	2,500	.....
do	May 16	June 5, 1836	.....	1,000	.....
do	June 29	June 17, 1836	100	500	.....
do	July 2	.....	.....	.....	.....
do	July 13	.....	.....	.....	.....
do	Aug. 6	Apr. 10, 1838	700	3,400	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1835.				
<i>Sag Harbor, N. Y.—Continued.</i>				
Thames	Ship	292	Green	Mulford & Sleigh
Thorn	do	340	Havens	Joshua Douglass
Washington	do	38	Topping	Mulford & Sleigh
Xenophon	do		Hand	
<i>Wilmington, Del.</i>				
Lucy Anne	Ship	30	John J. Parker	William Wheeler
<i>Bristol, R. I.</i>				
Goloonda	Ship	35	Chase	Fitzhenry Homer
Sarah Lee	do	23	Weeks	W. H. De Wolf
Troy	Brig	15	Lake	Thomas Church
William Baker	Ship			
<i>New London, Conn.</i>				
Atlas	Ship	29	Barnum	Joseph Lawrence
Ann Maria	do	36	Chester	Thomas W. Williams
Boeton	do	291	Fitch	Joseph Lawrence
Com. Perry	do	27	Hobron	C. Chew & Co.
Caledonia	do	44	Hall	Thomas W. Williams
Electra	do	34	Lax	William Williams, jr.
Flora	do	33	Smith	N. & W. W. Billings
Georgia	do	34	Peabody	Thomas W. Williams
Jason	Bark	33	Fuller	E. M. Frink & Co.
John and Edward	Ship	31	Bailey	N. & W. W. Billings
Julius Caesar	do		McLean	
Jones	do	33		Thomas W. Williams
North America	do	38	Richards	do
Ospray	Brig		Clift	
Palladium	Ship	34	Prentiss	E. M. Frink & Co.
Philetus	Bark		Brewster	
Tuscarora	Ship	37	Smith	N. & W. W. Billings
<i>Warren, R. I.</i>				
Atlas	Brig	12	Smith	William Carr, jr.
Hoogley	Ship	29	Luce	William Collins & Co.
Magnet	do	35	Brown	Joseph Smith, jr. & Co.
Miles	do		Adams	
North America	do	28	Grinnell	Driscoll & Child
Rosalie	do	32	Stillwell	Joseph Smith, jr. & Co.
<i>Hudson, N. Y.</i>				
Alexander Mansfield	Ship	33	B. E. Starbuck	Barnard, Curtis & Co.
Edward	do	27	Coffin	Seth G. Macy
Henry Astor	do	37	Rawson	Robert A. Barnard
<i>Poughkeepsie, N. Y.</i>				
Newark	Ship	32	Whitfield	David S. Shearman
Vermont	Bark	29	Topham	do
<i>Newburgh, N. Y.</i>				
Illinois	Ship	41	Henry H. Merchant	Charles Ludlow
<i>New York, N. Y.</i>				
Desdemona	Ship	29	Smith	Pell, Zableakie & Pell
Hesper	Bark		Heyer	S. E. Burrows
Julia	Brig		Nash	
Medina	do		Albertson	S. E. Burrows
Portland	Ship		Cook	
White Oak	Bark	291	Post	Pell, Zableakie & Pell
<i>Fall River, Mass.</i>				
Gold Hunter	Ship	281	Coffin	Henry Slade
Pantheon	do	284	Jabes J. Pell	John Eddy

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic.	July 20	.....	.....	.....	.....
do	July 20	May 12, 1836	190	1,210	.....
do	July 11	.....	.....	.....	.....
do	May 25	Apr. 12, 1837	400	2,400	.....
South Atlantic.	Sept. 19	Apr. 27, 1837	300	1,400	.....
Indian Ocean ..	Dec. 7	Mar. 25, 1838	200	1,400	.....	Bought from Boston 1835; sold to New Bedford 1838.
do	Feb. 2	Apr. 26, 1837	.....	1,700	.....
West Islands..	May 14	.....	.....	.....	.....
do .....	.....	Mar. 8, 1836	250	900	.....
Indian Ocean ..	May 17	.....	.....	.....	.....
South Atlantic.	June 26	Apr. 10, 1837	100	2,154	.....	2d mate lost.
do	June 9	Mar. 18, 1837	140	2,000	.....
Indian Ocean ..	May 18	Mar. 19, 1836	370	1,470	.....
Falkland	Sept. 28	Mar. 17, 1837	200	3,400	.....	Sold to Stonington 1837.
South Atlantic.	June 27	Apr. 28, 1836	.....	1,000	.....
do	May 30	Apr. 16, 1836	80	1,570	.....
do	June 9	Feb. 12, 1837	300	2,100	.....
do	May 14	.....	.....	.....	.....
do	May 21	.....	.....	.....	.....
do	Apr. 7	Apr. 7, 1836	30	1,900	.....
Falkland	May 30	.....	.....	.....	.....
Pacific Ocean ..	Aug. 11	July 16, 1839	2,200	.....	.....
South Atlantic.	Aug. 11	Aug. 4, 1836	.....	900	.....
do	June 30	.....	.....	.....	.....
do	Nov. 10	.....	.....	.....	.....
Indian Ocean ..	May 15	Mar. 23, 1836	.....	2,825	.....
West Islands ..	July 27	June 10, 1836	50	.....	.....
Indian Ocean ..	Nov. 10	Apr. 12, 1837	150	1,000	.....	Bought from Boston 1835.
Pacific Ocean ..	Nov. 21	Mar. 3, 1839	1,600	.....	.....
South Atlantic.	.....	Apr. 18, 1836	170	350	.....
do	June 14	May 5, 1837	.....	2,000	.....
Pacific Ocean ..	June 29	.....	.....	.....	.....	Crew mutinied; ship carried into Rio by an English schooner.
Pacific Ocean ..	Nov. 5	Apr. 29, 1837	25	975	.....
South Atlantic.	June 14	Aug. 3, 1836	140	700	.....
Pacific Ocean ..	July 25	Aug. 5, 1839	1,000	700	.....	Sold to Nantucket 1839.
Pacific Ocean ..	July 22	May 15, 1839	1,800	.....	.....
South Atlantic.	June 6	May 12, 1837	400	2,500	.....
Pacific Ocean ..	Aug. 22	Apr. 7, 1839	2,200	100	.....
South Atlantic.	June 18	May 4, 1837	50	1,850	.....
Falkland	Apr. —	.....	.....	.....	.....
South Atlantic.	May —	.....	.....	.....	.....
Patagonia	Mar. 8	.....	.....	.....	.....	Last reported at Rio Janeiro, Nov. 30, 1839.
South Atlantic.	June 19	.....	.....	.....	.....
do	June 14	May 10, 1837	300	.....	.....	Sold 1,400 whale at Rio Janeiro.
South Atlantic.	June 6	Apr. 7, 1837	90	1,240	
Pacific Ocean ..	Sept. 13	May 4, 1839	1,000	1,400	Added 1835.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1835.				
<i>Dorchester, Mass.</i>				
Lewis	Bark	280	W. Reed	C. O. Whitmore
<i>Rochester, Mass.</i>				
Laurel	Schooner	—	Mayhew .....	.....
Orion	Brig	—	Snow .....	.....
Shylock	Ship	277	Hallett Swift .....	.....
<i>Newburyport, Mass.</i>				
Navy	Ship	356	— Neil	Lunt & Titcomb
<i>Stonington, Conn.</i>				
Acasta	Ship	330	— Pendleton	C. P. Williams
Charles Adams	do	268	— Beck	B. & F. Pendleton
George	Bark	251	— Brewster	C. P. Williams
Henry	Brig	—	— Stanton .....	.....
Mercury	Ship	—	— Stanton .....	.....
Philetus	do	276	— Brewster	E. Faxon, jr., & Co
<i>Greenport, N. Y.</i>				
Bayard	Ship	339	— Miller	H. & N. Corwin
Delta	do	314	— Payne	do
<i>Falmouth, Mass.</i>				
Brunette	Bark	200	— Cottle	Elijah Swift
George Washington	do	180	Consider Fisher	Sanford Herendeen
Pocahontas	Ship	350	Joseph Swift	Elijah Swift
Uncas	do	400	Uriah Clark	do
<i>Newport, R. I.</i>				
Erie	Ship	—	A. W. Dennis	Engs & Bush
Frederick	Bark	—	J. D. Dornin	N. Ruggles
John Cuggeshall	Ship	—	S. W. Macy	Bush, Macy & Clark
Martha	do	—	Oliver Potter	Lee, Newton & Stevens
<i>Bridgeport, Conn.</i>				
Atlantic	Ship	291	— Cooper	Samuel H. Ford
Hamilton	do	—	— Harris	do
<i>Provincetown, Mass.</i>				
Imogene	Brig	—	— Atkins .....	.....
Imogene	do	—	— Atkins .....	.....
<i>Newark, N. J.</i>				
John Wells	Ship .....	—	.....	.....
<i>Mystic, Conn.</i>				
Blackstone	Ship	25	— Chester	Silas Beebe
<i>Portsmouth, N. H.</i>				
Triton	Ship	—	— Ritchie .....	.....
1836.				
<i>New Bedford, Mass.</i>				
Ann Alexander	Ship	253	— Bailey	George Howland
Ametyst	do	359	— Howland	John A. Parker & Son
Averick	do	385	— Lawrence	do
America	Brig	150	{ — Hawes	Lawrence Grinnell
			{ — Hutchins	
Agate	do	—	{ A. H. Seabury	
			{ — Cornell	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
South Atlantic.	July 7	.....	Bbls.	Bbls.	Lbs.	Bought from Gloucester; altered from a ship, 1835.
Cape de Verde.	.....	Nov. 27, 1835	300	15	.....	Probably sailed twice; arrived June 7, 1835, 110 sperm.
Atlantic	Apr. 23	July 1, 1835	275	.....	.....
South Atlantic	July 13	.....	.....	.....	.....
S. A. and Pacific	July 9	July 15, 1837	200	2,600	.....
Falkland .....	.....	Feb. 3, 1837	50	2,000	.....
Pat. and Falk.	.....	June 15, 1836	.....	1,800	.....	Tender brought home 500 whale besides.
Brazil .....	.....	Apr. 26, 1837	120	1,900	.....
Falkland .....	.....	Aug. 27, 1836	.....	600	.....
do .....	.....	Sept. 2, 1836	.....	2,400	34,000	
South Atlantic	Nov. 10	—, 1837	300	700	.....	About.
South Atlantic	.....	May 7, 1837	.....	1,950	.....	Bought from New York 1835.
do	July 23	May 3, 1836	150	1,650	.....
.....	May 10	Feb. 25, 1837	700	.....	.....
South Atlantic	Nov. 24	Apr. 15, 1837	60	400	.....	Bought from New York 1835.
Pacific Ocean ..	Oct. 31	Jan. —, 1838	1,200	.....	.....	Sold to Holmes's Hole 1838.
do	Aug. 2	Apr. 9, 1839	1,800	1,000	.....
Pacific Ocean ..	Sept. 6	July 23, 1838	300	2,600	.....
do	Aug. 2	Mar. 26, 1838	1,400	600	.....	Sold to Boston, 1838, for a merchantman.
do	Oct. 2	Apr. 13, 1839	1,500	850	11,000	
do	Sept. 8	June 1, 1837	250	1,700	.....	Lost second mate.
South Atlantic	May 27	Apr. 28, 1837	250	1,500	.....
Brazil .....	.....	June 4, 1836	.....	1,800	.....
Cape de Verde.	Apr. —	Nov. 9, 1835	470	.....	.....	Reported, middle of July, 200 sperm.
Atlantic	Apr. —	.....	.....	.....	.....
.....	.....	No report	.....	.....	.....	Bought from Philadelphia 1834.
South Atlantic.	July —	Mar. 17, 1837	400	1,200	.....
South Atlantic	July 25	Apr. 21, 1837	170	1,830	.....
South Atlantic.	May 19	Apr. 7, 1837	131	1,406	12,230	
do	Aug. 15	Mar. 24, 1838	733	1,482	.....
Pacific Ocean ..	July 31	Apr. 10, 1840	2,350	.....	.....
Atlantic	Dec. 15	Nov. 5, 1836	Crew sick. Withdrawn for freighting. Condemned at Rio Janeiro 1838. Bought from Boston 1836.
.....	Apr. 7	Nov. 13, 1837	175	
.....	Dec. 23	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
<i>New Bedford, Mass.—Continued.</i>				
Bramin.....	Bark	945	— Russell	Gideon Allen
Com. Rogers	Ship	298	— Howland	T. & A. R. Nye
Com. Decatur	do	247	— Luce	
Chili	do	291	Elihu Russell	B. B. Howard
Courier	do	381	Jared Worth	Randall & Haskell
Clarco	Bark	237	Benjamin Clark	Charles W. Morgan
Cambria	Ship	362	— Cary	William T. Russell
Charles Frederick	do	317	Charles F. Brown	J. A. Parker & Son
Cherokee	Bark	261	Caleb Howland	David Coffin
Columbus	do	313	— Cary	William R. Rodman
Delight	Brig	102	— Sanford	Jona. Mosher
Equator	Bark	262	— Coffin	— Standish
Frances	Ship	347	— Christian	Wm. H. Rotch & Co.
Frances, 2d	do	368	— Briggs	Gideon Allen
Falcon	do	273	— Taber	Briggs & Bartlett
Florida	do	330	Russell Maxfield	E. Dunbar & Co.
Golconda	do	330	— Adams	George Howland
George Porter	do	285	Jos. B. Leonard	Thomas Riddell & Sons
Good Return	do	376	Warren Howland	Henry Taber
George	do	273	Thomas Hammond	J. A. Parker & Son
George and Martha	Bark	275	— Allen	Haskell & Randall
Hope	Ship	316	— Gifford	George Howland
Harald, 2d	do	303	— Manchester	T. and A. R. Nye
Hibernia	do	327	— Brown	Alfred Gibbs & Co.
Huntress	do	391	John Cole	do
John	do	308	— Howland	Frederick Parker
John Howland	do	376	William Whitton	J. & J. Howland
Jasper	Bark	223	William Flanders	Alexander Gibbs
Juno	Brig	123	P. G. Macomber	A. H. Seabury & Bro.
Liverpool	Ship	306	— Fisher	Abm. Barker
London Packet	do	280	— Jenney	A. H. Howland
Lucas	do	281	George Tobey	Tobey & Ricketson
Mercator	do	246	— Mayhew	J. A. Parker & Son
Maria Theresa	do	330	— Taber	T. & A. R. Nye
Maria	do	202	— Prince	C. W. Morgan
Minerva Smyth	do	337	— Brownell	I. Howland, jr. & Co.
Mary	do	287	— Luce	do
Minerva	do	407	Moses Samson	William Gifford
Milton	do	387	— Tuckerman	Henry Taber & Co.
Mobile	do	263	— Rawson	William R. Rodman
Mount Vernon	do	352	C. P. Covell	D. R. Greene & Co.
Massachusetts	do	364	— Brown	O. Crocker & Co.
Marcella	Bark	210	— Derrick	David Coffin
Milwood	do	224	— Russell	Gideon Allen
Minerva	do	195	— Starbuck	Charles R. Tucker
Nye	Ship	211	— Shearman	T. & A. R. Nye
Newton	Bark	283	— Hathaway	Isaiah Burgess
Orozimbo	Ship	588	— Shearman	William T. Russell
Pacific	do	365	— Palmer	Jireh Perry
Pocahontas	Brig	141	— West	
Parachute	Ship	331	— Maxfield	A. H. Seabury & Bro.
Roman, 2d	do	350	— Bartlett	Abm. Barker
Roscoe	do	362	— Pittman	And. Robeson
Rebecca Sims	do	400	— Ray	William R. Rodman
Roscoe	Bark	235	— Brown	Jona. Bourne, jr.
Rising States	Brig	134	— Pompey	Richard Johnson
Sally Anne	Ship	317	Henry Colt	D. R. Greene & Co.
Sarah Louisa	Brig	144	Ray G. Sanford	William R. Rodman
Virginia	Ship	346	R. Luce	William H. Stowell
Young Phenix	do	377	— Shearman	J. A. Parker & Son
Zephyr	do	361	— Porry	Alexander Gibbs
<i>Fairhaven, Mass.</i>				
Alto	Bark	197	— Calder	Alden D. Stoddard

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Dols.</i>	<i>Dols.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Mar. 15	Sept. 29, 1839	1,443			Lost at Monterey, Cal. Had 800 sperm, mostly saved.
do ..	June 1					
Atlantic	May 13	Nov. 22, 1836	259	7		Captain Worth died at sea Oct. 14, 1837.
South Atlantic ..	July 29	May 3, 1837	110	1,366		
do ..	July 1	Jan. 12, 1838		2,550	26,000	
Brazil Banks ..	Sept. 14	July 23, 1838	72	934		
South Atlantic ..	June 9	Mar. 24, 1838	500	2,094		Built 1836. Bought 466 barrels sperm from wreck of Swift.
Pacific Ocean ..	Jan. 7	Mar. 4, 1838	2,630			
South Atlantic ..	July 14	Apr. 28, 1837	50	1,233		Captain Howland and two men were lost 1836.
Pacific Ocean ..	May 20	July 15, 1839	556			Moses Morse, second mate, died June 23, 1837.
Atlantic	Nov. 26	Oct. 7, 1837	281			Sailed September 30; returned October 15; lost both masts and boats in a gale Oct. 4.
Pacific Ocean ..	May 13	June 20, 1839	1,137			Bought from New York 1836.
do ..	May 19	June 14, 1839	2,837	9		
do ..	Dec. 6	June 20, 1840	1,071	409		
South Atlantic ..	May 21	Apr. 26, 1838	604	1,583		
do ..	July 13	June 9, 1838	219	1,830		
Pacific Ocean ..	May 9	Mar. 27, 1839	1,509	4		
South Atlantic ..	May 30	May 18, 1838	42	633		
do ..	May 21	Apr. 12, 1838	367	2,168		
Pacific Ocean ..	June 4	Oct. 3, 1839	1,500			
South Atlantic ..	May 10	Apr. 30, 1838	154	1,745		
Pacific Ocean ..	July 27	Dec. 11, 1839	1,940	50		Sold 50 sperm, 1,700 whale, at Bahia.
South Atlantic ..	June 15	Apr. 30, 1838	158	1,835		
Indian Ocean ..	May 5	Apr. 9, 1837		1,776	20,458	
do ..	May 14	Nov. 5, 1837	100	1,450		
South Atlantic ..	June 16	Mar. 25, 1838	184	2,066		
Pacific Ocean ..	Aug. 16	July 30, 1839	2,550	160		
South Atlantic ..	July 31	Apr. 27, 1837	170	490		
Atlantic ..	Dec. 28	Mar. 10, 1838	120	10		
South Atlantic ..	July 6	Mar. 15, 1838	275	1,092		
do ..	June 5	Mar. 10, 1838	363	1,987	19,500	Bought from Providence 1836. Captain Fisher left ship and came home sick.
do ..	June 9	May 7, 1838	166	2,166		
Pacific Ocean ..	Dec. 28	Feb. 21, 1840	1,235			Sailed once and returned, having been struck by lightning.
South Atlantic ..	July 31	Mar. 30, 1838	539	1,600		
do ..	July 17	Oct. 21, 1837	343	87		Built 1836.
Pacific Ocean ..	Oct. 7	July 7, 1839	1,386	213		
Brazil Banks ..	Sept. 14	Mar. 6, 1838	162	2,066		
South Atlantic ..	July 4	Apr. 9, 1837	116	1,865	14,500	
Chili ..	Nov. 16	Apr. 9, 1839	542	2,076	16,411	
Pacific Ocean ..	Aug. 15	Sept. 18, 1839	1,427	4		
Indian Ocean ..	June 10	July 10, 1837	244	1,938	20,271	
Pacific Ocean ..	Dec. 7	July 29, 1840	1,924			
do ..	May 26	Feb. 29, 1840	837	43		
South Atlantic ..	June 29	Mar. 24, 1838	175	550		
Pacific Ocean ..	July 21	Mar. 26, 1839	233	207		Returned, the crew having mutinied.
do ..	May 19	Oct. 2, 1839	1,076			
South Atlantic ..	May 21	Apr. 20, 1838	130	2,445		
do ..	Sept. 29	Oct. 3, 1838	315	3,297		
Pacific Ocean ..	Nov. 2	May 25, 1840	1,378			
Cape de Verdes ..	Apr. 11	Nov. 5, 1838	100			
South Atlantic ..	June 5	Apr. 21, 1837	83	1,890		
Indian Ocean ..	June 10	May 8, 1838	234	2,972		
Pacific Ocean ..	July 27	Nov. 7, 1839	2,481	26		
do ..	July 11	Sept. 19, 1839	2,490	93		Built at Mattapoisett 1836.
South Atlantic ..	May 26	Apr. 9, 1837	92	1,03	11,674	
Atlantic ..	Nov. 6	June 29, 1837	78	9		
Indian Ocean ..	June 1	Apr. 3, 1838	106	2,18		
Atlantic ..	Nov. 25	June 10, 1838	247	40		
Brazil Banks ..	Dec. 1	Mar. 24, 1838	240	2,264		
Pacific Ocean ..	Dec. 11	Mar. 28, 1840	2,397			
South Atlantic ..	May 19	Mar. 26, 1838	42	1,461		
Atl'c & Ind'n ..	June 9	Nov. 21, 1837	530			

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
<i>Fairhaven, Mass.—Continued.</i>				
Albion	Ship	326	— Hathaway	E. Sawin
Arab	do	336	— Jenney	do
Clifford Wayne	do	305	— Downs	E. Sawin & Co
George	do	360	— Chase	Fish & Huttleston
Herald	do	262	— Dillingham	Samuel Borden
Heroine	do	337	— Harding	E. Sawin
Joseph Maxwell	do	302	— Hathaway	F. R. Whitwell
Leonidas	do	243	— Mayhew	Jenney & Tripp
London Packet	do	335	— Norris	Gibbs & Jenney
Martha	do	296	— Fisher	Nathan Church
Martha, 2d	do	301	— Borden	Atkins Adams
Maine	do	294	— Magee	E. Sawin
Pactolus	do	228	— Grinnell	L. F. Terry
Staunton	do	304	John Delano	Lemuel Tripp
<i>Rochester, Mass.</i>				
Annawan	Brig	148	{ — Snow	G. Barstow & Son
Caduceus	do	109	{ — Hammond	Joseph Meigs
.....	.....	.....	— Southworth .....	.....
Dryade	Bark	263	— Smalley	G. Barstow & Son
Gideon Barstow	Ship	379	— Severance	do
Laurel	Schooner .....	.....	— Luce .....	.....
Mattapoisett	Ship .....	.....	— Southworth .....	.....
Orion	Brig .....	.....	— Daggett .....	.....
Sarah	Ship .....	.....	— Mayhew .....	.....
<i>Nantucket, Mass.</i>				
Atlantic	Ship	321	Thomas Russell	James Athearn
Alexander Coffin	do	321	John C. Congdon	Richard Mitchell
Catawba	do	335	John B. Coleman	Charles G. Coffin
Charles Carroll	do	376	Owen Chase	David Joy
Cyrus	do	328	Benj. R. Hussey	George Myrick, jr.
Charles and Henry	do	336	George Joy	Charles G. Coffin
Dromo	Brig .....	.....	— Chadwick .....	.....
Enterprise	Ship	413	George Haggarty	Gilbert Coffin
Harvest	do	360	William B. Cash	Samuel B. Folger
Henry	do	346	George G. Chase	Daniel Jones
Harmony	Schooner .....	.....	— Gifford .....	.....
Jefferson	Ship	377	Obed. Swain	William Folger
Kingston	do	312	Thaddens Coffin	Timothy Hussey
Lexington	do	399	Alexander Pollard	Franklin Macy
Lexington	Schooner .....	.....	— Hamblin .....	.....
Mariner	Ship	349	Geo. W. Gardner, jr.	Matthew Crosby
Maria	do	365	Elisha H. Fisher	Gorham Coffin
Orbit	do	351	Benj. B. Raymond	Thomas Macy
Ocean	do	349	Elijah Parker	Peter Macy
Orion	do	354	Elihu Coffin	Timothy Hussey
Omega	do	363	Albert C. Gardner	Joseph Starbuck
Ontario	do	354	George G. Cathcart	Samuel Mitchell
Panama	do	253	Alexander D. Bunker	George B. Upton
Primrose	Schooner .....	.....	— Fisher .....	.....
Pornvian	Ship	334	David Osborne	Gorham Coffin
Thule	do	285	James Coleman	Samuel E. Tuck
Washington	do	308	Charles F. Coffin	Matthew Crosby
Walter Scott	do	339	Benj. Coggeshall	Gorham Coffin
Young Eagle	do	377	George Crocker	Simon Starbuck
Zenas Coffin	do	338	Hiram Bailey	Charles G. Coffin
<i>Edgartown, Mass.</i>				
Gold Hunter	Brig	202	— Allen	Coffin & Darrow
Mary	Ship	348	Henry Pease	do
Vineyard	do	381	— Titton	G. Norton

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic.	Aug. 30	Apr. 6, 1838	180	1,438	Captain Jenney left the ship and came home sick. Bought from Boston 1836. Returned on account of mutiny with crew.
Falklands.....	Sept. 30	Apr. 29, 1838	162	1,372	.....
Pacific Ocean ..	Dec. 28	Sept. 10, 1837	50	.....	.....
South Atlantic.	Oct. 3	May 15, 1838	158	1,126	Burned at sea November 3, 1838, in Pacific. Had 700 sperm, 700 whale. Condemned at Talcahuano September 5, 1840; oil shipped home.
do	Aug. 12	Apr. 11, 1838	180	426	.....
do	Sept. 14	June 22, 1837	150	1,650	.....
do	June 5	May 5, 1837	115	1,314	.....
do	July 17	June 5, 1837	67	1,426	.....
Indian Ocean ..	June 5	Aug. 16, 1839	2,325	.....	.....
South Atlantic	July 6	Mar. 24, 1838	276	2,074	.....
do	Sept. 15	Apr. 28, 1838	656	586	.....
do	July 3	May 16, 1838	96	1,517	.....
Pacific Ocean ..	May 18	.....	.....	.....	.....
do	Aug. 15	1,900	Supposed to have foundered at sea and all hands lost.
Atlantic	Apr. 8	Nov. 20, 1836	250	50	.....
do	Dec. 16	June 19, 1837	178	30	.....
do	Apr. 30	Spoken, with 140 sperm. Spoken, with 250 sperm in September.
South Atlantic	July 1	Mar. 6, 1838	22	1,813	.....
Cape de Verdes	June 15	Mar. 25, 1838	158	2,527	.....
do	Apr. 24	Dec. 5, 1836	60	.....	.....
do	Apr. 23	.....	.....	.....	.....
do	Apr. 8	Oct. 14, 1836	400	Built at Mattapoisett 1836.
do	May 4	.....	.....	.....	.....
Pacific Ocean ..	Jan. 27	Dec. 4, 1838	1,701	.....	.....
do	Aug. 25	July 10, 1840	1,84	.....	.....
do	Jan. 14	Sept. 20, 1839	1,696	139	.....
do	Aug. 30	Feb. 14, 1840	2,678	.....	.....
do	Sept. 9	May 1, 1840	1,697	.....	.....
do	Dec. 1	Oct. 12, 1840	1,920	.....	.....
Mexico .....	.....	July 1, 1836	.....	.....	.....
Pacific Ocean ..	Nov. 29	June 29, 1840	1,395	Built, 1836, at Rochester. Fell in with wreck of Industry and got about 200 barrels. Built 1838.
do	July 21	Apr. 6, 1840	2,229	.....	.....
do	Oct. 23	Jan. 16, 1840	2,436	.....	.....
Gulf Mexico ..	Oct. 8	July 2, 1837	200	200	.....
Pacific Ocean ..	Aug. 11	Mar. 14, 1840	2,309	.....	.....
do	July 22	Oct. 27, 1839	753	Built at Nantucket 1836. Captain Pollard died on the voyage.
do	Nov. 27	June 10, 1840	2,185	.....	.....
Mexico	Apr. 18	.....	.....	.....	.....
Pacific Ocean ..	Sept. 14	June 20, 1840	1,925	.....	.....
do	Oct. 22	Oct. 14, 1839	2,069	47	.....
do	May 1	May 12, 1839	3,395	2,146	.....
do	Sept. 5	July 8, 1840	1,847	.....	.....
do	Oct. 2	Feb. 21, 1840	1,652	.....	.....
do	Nov. 5	Apr. 22, 1840	2,452	13	.....
do	Dec. 19	Nov. 19, 1839	1,480	30	.....
do	Jan. 3	Aug. 4, 1839	1,330	Formerly a merchantman; bought 1836; sold to Sag Harbor, 1839.
Atlantic	Apr. 24	Nov. 6, 1836	Clean	.....	.....
Pacific Ocean ..	July 31	Apr. 24, 1840	1,590	.....	.....
Atlantic	July 19	July 19, 1839	68	2,083	.....
Pacific Ocean ..	July 14	Dec. —, 1839	1,780	.....	.....
do	Aug. 11	Sept. 2, 1840	2,227	Built 1836.
do	July 8	May 1, 1840	2,440	.....	.....
do	Sept. 3	Jan. 14, 1840	2,259	.....	.....
South Atlantic.	Aug. 10	Aug. 31, 1837	400	Sold to Rochester. Bought from New York, 1836.
do	June 30	May 16, 1838	2,200	
Pacific Ocean ..	July 31	July 7, 1840	2,200	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
<i>Portsmouth, N. H.</i>				
Pocahontas	Ship	300	Manter	
<i>Stonington, Conn.</i>				
Charles Adams	Ship	268	Carew	B. & F. Pendleton
Corvo	do	349	Beck	C. F. Williams
Mercury	do	305	Smith	C. T. Stanton
<i>New London, Conn.</i>				
Armata	Ship	414	Butler	Abner Bassett
Bingham	do	375	Smith	Benjamin Brown
Com. Perry	do	270	Hobron	C. Chew & Co
Connecticut	do	395	Stetson	Thomas W. Williams
Clematis	do	311	Bailey	Williams & Barnes
Columbia	do	492	Smith	Havens & Smith
Candace	do	310	Reed	do
Columbus	Brig	153	White	Williams & Barnes
Electra	Ship	347	Lax	William Williams, jr.
Friends	do	403	Brown	Benjamin Brown
Flora	do	335	Keeney	N. & W. W. Billings
George	do	299	Baker	L. Allen
Gen. Williams	do	440	Holdridge	Williams & Barnes
Indian Chief	do	401	Smith	E. M. Frink & Co
Iris	do	245	Cleft	Frink, Chew & Co
Julius Cæsar	do	347	Hobron	N. & W. W. Billings
Jason	do	335	Fuller	E. M. Frink & Co
John and Elizabeth	do	299	Halsey	Havens & Smith
Mentor	do	460	Butler	Benjamin Brown
Neptune	do	285	Andrews	Thomas W. Williams
Tuscarora	do	379	Smith	N. & W. W. Billings
<i>Sag Harbor, N. Y.</i>				
Ann	Ship	205	Bishop	Marcus B. Osborn
American	do	285	Jennings	S. & B. Hunting & Co.
Acasta	do	289	Dennison	Mulford & Sleight
Camillus	do	347	Topping	Charles T. Dering
Columbia	do	285	Hedges	Luther D. Cook
Cadmus	do	307	Hand	Mulford & Sleight
Fanny	do	391	Payne	N. & G. Howell
Gem	do	326	Halsey	Hunting Cooper
Henry	do	335	Cartwright	Charles T. Dering
Hudson	do	368	Green	Luther D. Cook
Hannibal	do	311	Douglass	S. & B. Hunting & Co.
Hamilton	do	325	Jones	Charles T. Dering
Marcus	do	283	Sweeney	S. & N. Howell
Monmouth	do	273	Topping	
Neptune	do	335	Slate	S. & B. Hunting & Co.
Nimrod	do	280	Parker	C. T. Dering & Co.
Ontario	do	368	Green	S. & B. Hunting & Co.
Phenix	do	315	Cooper	Luther D. Cook
Romulus	do	233	Rodgers	Mulford & Howell
Thorn	do	299	Havens	Mulford & Sleight
Thames	do		Nickerson	
Washington	do	340	Topping	Joel Douglass
<i>Salem, Mass.</i>				
Elizabeth	Ship	397	Hedge	Stephen C. Phillips
Emerald	Bark	271	Dexter	do
Emeline	Brig	95	Lombard	John B. Pierce
Franklin	Schooner	85	Newcomb	James King
Mount Wollaston	Ship	325	Jewett	John B. Osgood
Mac	Schooner	80	Winslow	do
Samuel Wright	Ship	375	Coffin	do
Sapphire	do	364	Mayhew	S. C. Phillips
Statesman	Bark	258	Coffin	Timothy Bryan, jr.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
South Atlantic.	Aug. 13	May 4, 1838	Bbls. 250	Bbls.	Lbs.	Withdrawn for merchant-service, 1838.
Falkland Islds.	Oct. 15	Burned at Falkland Islands, 1837.
do	Oct. —	Nov. 13, 1837	2,700	Had for tenders schooners La Grange and Bolton.
do	Aug. —, 1838	2,100	21,000
Indian Ocean	July —	Apr. 30, 1838	300	1,200	Mate and boat's crew taken down by a whale, 1837.
South Atlantic.	Aug. 2	Apr. 20, 1838	1,700	Tender to Gen. Williams.
do	May 18	Apr. 6, 1838	85	1,600	.....
do	May 9	Apr. 5, 1837	300	1,500	.....
do	May 24	Apr. 27, 1837	140	1,400	.....
do	July 5	May 9, 1838	150	3,350	.....
do	June 14	Mar. 10, 1838	200	1,800	.....
Falkland Islds.	Aug. 20	Jan. 23, 1839	.....	600	.....
South Atlantic.	June 7	Apr. 11, 1838	300	1,500	.....
Falkland Islds.	Aug. 31	Apr. 9, 1839	100	2,100	.....
South Atlantic.	June 21	—, 1837	160	1,300	.....
do	Apr. 23	June 2, 1837	230	1,770	.....
Falkland Islds.	Sept. 7	Aug. 5, 1838	200	3,300	.....
South Atlantic.	June 7	Apr. 3, 1838	200	2,500	.....
Falkland Islds.	Nov. 9	.....	.....	.....	.....
South Atlantic.	June —	Apr. 7, 1837	200	2,000	.....
do	May 14	Apr. 23, 1837	30	2,150	.....
do	Oct. 1	Mar. 29, 1838	200	2,300	.....
Falkland Islds.	Dec. 12	May 19, 1839	70	2,600	Sold to Cold Spring, 1837.
South Atlantic.	June 6	May 11, 1837	250	1,300	.....
do	May 16	May 6, 1837	200	2,500	Returned once with 60 sperm.
South Atlantic.	July 6	May 18, 1837	.....	1,350	.....
do	July 29	Apr. 8, 1838	250	2,150	.....
do	June 9	Apr. 28, 1837	.....	.....	.....
do	July 18	Apr. 19, 1837	.....	2,000	.....
do	July 7	Apr. 27, 1837	100	2,100	.....
do	July 18	Mar. 15, 1837	90	1,800	.....
do	July 23	May 3, 1837	100	2,100	.....
do	July 20	May 18, 1837	.....	.....	.....
do	June 16	Apr. 27, 1837	85	1,800	.....
do	Aug. 27	Apr. 9, 1837	100	2,300	.....
do	July 8	Apr. 15, 1837	.....	1,500	.....
do	Sept. 26	May 7, 1838	.....	1,300	.....
do	July 18	May 4, 1837	.....	1,350	.....
do	July 18	Apr. 10, 1837	.....	1,700	.....
do	July 1	May 3, 1837	.....	2,300	.....
do	Sept. 26	May 9, 1837	.....	1,300	.....
do	June 29	Apr. 30, 1838	.....	3,500	.....
do	Aug. 10	June 10, 1838	170	1,600	.....
do	June 15	May 5, 1837	100	1,250	.....
do	June 29	Apr. 10, 1837	.....	1,950	.....
do	July 7	Apr. 12, 1837	50	1,350	.....
do	July 18	Apr. 28, 1837	.....	1,500	.....
Pacific Ocean	Nov. 5	May 1, 1840	2,400	Bought from Boston 1836.
S. A. and Ind.	July 10	Apr. 5, 1838	300	1,450	Built 1824.
Atlantic.	Mar. 28	June 8, 1837	75	20	Built 1832.
do	Apr. 6	May 9, 1837	40	Built 1822.
South Atlantic.	June 28	Apr. 12, 1838	450	1,250	Built 1822.
Atlantic.	Apr. 21	Apr. 23, 1837	Clean	Built 1831.
Pacific Ocean	Nov. 24	Mar. 1, 1839	300	2,200	Built 1831.
do	June 19	Sept. 9, 1839	1,000	500	Built 1822.
do	Dec. 23	Sept. 23, 1838	2,100

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
<i>Bristol, R. I.</i>				
America.....	Bark.....	257	— Browning	Robert Rodgers.....
Bowditch.....	Ship.....	398	— Ramadell	W. R. Taylor.....
Canton Packet.....	do.....	312	— Downs	Fitzhenry Homer.....
Fama.....	do.....	362	— Littlefield	do.....
Gov. Hopkins.....	Brig.....	392	— King	do.....
Gen. Jackson.....	Ship.....	392	— Crocker	William H. De Wolf.....
Ganges.....	do.....	380	— Harris	do.....
<i>Falmouth, Mass.</i>				
Awaschons.....	Ship.....	355	Rufus Pease	Elijah Swift.....
Bartholemew Gosnold.....	do.....	360	Elihu Fish	Ward M. Parker.....
Hobomok.....	do.....	412	Henry C. Bunker	Elijah Swift.....
Popmunnett.....	Bark.....	200	Stanton Fish	John Robinson.....
William Penn.....	Ship.....	370	Russell Bodfish	Stephen Dillingham.....
<i>Dartmouth, Mass.</i>				
Grand Turk.....	Ship.....	334	Luther Little	James Rider.....
Washington.....	do.....	344	— Whelden	B. & J. W. Howland.....
<i>Plymouth, Mass.</i>				
Arabella.....	Ship.....	404	— Eldridge	James Bartlett, jr.....
Triton.....	do.....	315	— Abrams	do.....
<i>Warren, R. I.</i>				
Atlantic.....	Ship.....	323	— Howland	Driscoll & Child.....
Atlas.....	Brig.....	136	— Smith	William Carr, jr.....
Boy.....	Ship.....	251	— Barton	William Collins & Co.....
Charlot.....	do.....	355	— Champlin	do.....
Crawford.....	Brig.....	126	— Luther	J. & D. K. Luther.....
Franklin.....	Bark.....	219	— Worth	do.....
Miles.....	Ship.....	240	— Davoll	William Collins & Co.....
Philip Tabb.....	do.....	405	— Bowen	Driscoll & Child.....
Rosalie.....	do.....	323	— Pickens	Joseph Smith, jr., & Co.....
William Baker.....	do.....	224	— Sanford	Driscoll & Child.....
<i>Mystic, Conn.</i>				
Aeronaut.....	Ship.....	265	— Mallory	Charles Mallory.....
Meteor.....	do.....	325	— Lester	I. & W. P. Randall.....
<i>Fall River, Mass.</i>				
Ann Maria.....	Brig.....	196	— Swain	John Eddy.....
Edward Quesnal.....	Ship.....	368	— Wood	do.....
William.....	Brig.....	107	— Brownell	J. S. Barnard.....
<i>Lynn, Mass.</i>				
Commodore Preble.....	Ship.....	323	— Eldridge	S. H. Gardner.....
Louisa.....	do.....	383	— Woolley	H. Chase & Co.....
Nahant.....	do.....	303	Charles Church	do.....
<i>New York, N. Y.</i>				
Athenian.....	Brig.....	—	— Hallett	—
G. Browne.....	Bark.....	200	— Spencer	Silas E. Barnard.....
Shibboleth.....	do.....	219	— Dickens	S. E. Burrows.....
<i>Bridgeport, Conn.</i>				
Hamilton.....	Ship.....	359	— Rose	Samuel F. Hurd.....
<i>Wareham, Mass.</i>				
George Washington.....	Ship.....	374	— Gibbs	E. Thompson.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
North Atlantic.	July 20	May 20, 1838	.....	300	.....	Captain Browning left the ship, sick.
Pacific Ocean ..	July 6	Jan. 12, 1838	300	2,400	.....	Sold to Providence 1838.
South Atlantic.	June 23	Apr. 3, 1838	300	1,200	.....	Sailed in May, 1838, for Europe.
.. do	July 7	Apr. 1, 1838	190	2,680	.....	Sold to Boston 1838.
Atlantic	May 5	.....	.....	.....	.....
Pacific Ocean ..	July 31	Dec. 1, 1839	2,000	.....	.....
.. do	Feb. 29	May 10, 1839	750	1,750	.....	Captain Harris and boat's crew lost fast to a whale; sold to Fall River 1839.
Pacific Ocean ..	Aug. 22	Jan. 24, 1840	2,500	.....	.....
.. do	Nov. 17	Sept. 19, 1839	700	1,900	.....
.. do	Oct. 25	Nov. 7, 1839	2,000	1,200	.....
Atlantic	July 6	Nov. 29, 1838	90	.....	.....	Built 1836; returned with Captain Fish, sick.
Pacific Ocean ..	Oct. 8	May 28, 1841	1,300	370	.....
South Atlantic.	June 15	Apr. 20, 1838	160	2,365	.....
.. do	June 29	June 4, 1837	.....	1,700	.....	Sold to New Bedford 1837.
South Atlantic	Aug. 25	May 12, 1838	80	2,220	.....
Indian Ocean ..	July 13	Apr. 13, 1838	.....	500	.....	Withdrawn for freighting 1838.
South Atlantic	June 31	Apr. 16, 1838	80	1,920	.....
West'n Islands.	July 16	Apr. 9, 1837	150	.....	.....
Pacific Ocean ..	Sept. 10	Nov. 6, 1839	800	.....	.....
.. do	Aug. 20	Sept. 20, 1838	Full	.....	.....	About 3,000 barrels sperm.
West'n Islands	June 23	Feb. 7, 1837	150	.....	.....
South Atlantic.	June 19	Mar. 10, 1838	.....	1,300	.....
.. do	June 7	Apr. 14, 1837	1,200	.....	.....
Pacific Ocean ..	July 25	Apr. 7, 1838	800	2,200	.....
South Atlantic	July 16	May 2, 1839	120	10,000	.....	Sold 2,000 whale at Rio Janeiro and loaded with coffee for home.
.. do	June 9	Mar. 27, 1838	35	1,330	.....
South Atlantic.	June 18	Apr. 21, 1838	60	1,940	.....
.. do	June 13	Mar. 12, 1838	40	2,340	.....	First mate killed by a whale.
Atlantic	Aug. 16	Oct. 23, 1837	190	.....	.....
Pacific Ocean ..	May 2	.....	.....	.....	.....	Lost on Long Island May 15, 1839; had 1,400 sperm, 800 whale; saved 870 sperm, 570 whale.
West Islands ..	July 23	June 18, 1837	230	.....	.....	Sailed once and returned, having a rotten mainmast.
South Atlantic.	July 28	Apr. 28, 1837	150	2,000	.....
.. do	July 8	May 8, 1837	200	1,200	.....
.. do	Oct. 8	Mar. 17, 1838	230	2,100	.....	Built at Portland 1836.
South Atlantic.	.....	.....	.....	.....	.....	Arrived July, 1839, under the Brazilian flag and renamed Flaminense; lost on Crozettes 1841.
Falk. Islands ..	Feb. 26	.....	.....	.....	.....	Returned to Rio Janeiro, full, and was sold there.
.. do	Jan. —	Nov. 20, 1837	.....	.....	.....	Sold cargo at Rio Janeiro and returned in ballast.
South Atlantic.	July 18	May 10, 1837	2,300	
Pacific Ocean ..	Jan. 20	Sept. 27, 1839	2,400	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
<i>Poughkeepsie, N. Y.</i>				
Nath'l P. Tallmadge	Ship	370	— Post	David S. Shearman
New England	do	375	Job Terry	do
<i>Providence, R. I.</i>				
Brunswick	Ship	295	— Stuart	Amherst & Everett
<i>Newark, N. J.</i>				
Columbia	Ship	390	— Hussey	J. H. Stephens
<i>Wilmington, Del.</i>				
North America	Ship	270	William H. Cox	William Wheeler
Superior	Bark	275	— Crocker	do
<i>East Haddam, Conn.</i>				
Bruce	Bark	148	— Purrington .....	.....
<i>Greenport, N. Y.</i>				
Delta	Ship	314	— Griffin	H. & N. Corwin
Roanoke	do	251	— Harris	Wiggins & Parsons
Triad	do	336	— Loper	H. & N. Corwin
<i>Hudson, N. Y.</i>				
Beaver	Ship	427	— Rogers	Barnard, Curtis & Co
Edward	do	274	— Daggett	Seth G. Macy
Huron	do	290	— Nye	Robert A. Barnard
<i>Dorchester, Mass.</i>				
Courier	Ship	293	— Crapo	Josiah Stickney
Julia	Bark .....	.....	— Nash .....	.....
<i>Westport, Mass.</i>				
Elizabeth	Brig	107	— Francis	Abner B. Coffin
Dr. Franklin	Bark	171	Job Davis .....	.....
Mexico	Brig .....	.....	— Davis	Job Davis
President	Bark .....	.....	— Sowle	Andrew Hicks
Thomas Winalow	do .....	.....	— Cary .....	.....
<i>Newport, R. I.</i>				
Constitution	Ship .....	.....	E. Gifford	N. Ruggles
Geneva	Schooner	112	— Paddock	do
Harvest	Bark .....	.....	John H. Stackpole	Devins & Clarke
Margaret	Ship	375	A. Wilcox .....	.....
William Lee	do .....	.....	F. W. Hussey	R. P. Lee
<i>Provincetown, Mass.</i>				
Flora	Schooner .....	.....	.....	.....
Imogene	Brig .....	.....	— Atkins .....	.....
Louisa	Schooner .....	.....	— Tilson .....	.....
<i>Mystic, Conn.</i>				
Meteor (see p. 330)	Ship .....	.....	— Lester .....	.....
<i>Norwich, Conn.</i>				
Atlas	Ship	261	— Barnum .....	.....
1837.				
<i>New Bedford, Mass.</i>				
Adeline	Ship	329	— Brown	I. Howland, jr., & Co
Ann Alexander	do	253	— Bailey	George Howland
Alexander Barclay	do	465	— Norton	J. A. Parker & Son
Balsena	do	301	— Lucas	I. & I. Howland
Brandt	do	310	Seth D. Fisher	Alexander Gibbs
Com. Decatur	do	247	— Luce .....	.....
Chili	do	291	Elithu Russell	B. B. Howard

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Ebbls.</i>	<i>Ebbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Aug. 16	Apr. 14, 1840	.....	.....	.....	Captain Terry left the ship and came home sick.
....do	Dec. 3	Apr. 11, 1839	280	1,120	.....
Brasil Banks...	July 6	July 4, 1837	200	1,200	.....
Pacific Ocean ..	Sept. 15	.....	.....	.....	.....	Bought from Boston 1836; lost on coast of Chili December 5, 1835.
South Atlantic.	Aug. 12	Apr. 12, 1838	300	2,100	.....
Pacific Ocean ..	Jan. 9	May 3, 1839	1,500	.....	.....
Atlantic	June 17	June 24, 1837	450	.....	.....
South Atlantic.	July —	Apr. 30, 1838	.....	1,950	.....
....do	Aug. —	May 3, 1837	100	700	.....
....do	July —	Apr. 28, 1837	.....	1,800	.....
Pacific Ocean ..	Nov. 15	May 1, 1840	1,100	1,400	.....
South Atlantic.	Sept. 21	Apr. 10, 1838	100	1,600	.....
....do	July 2	Jan. 21, 1838	.....	800	.....
Indian Ocean ..	June 11	Apr. 13, 1838	150	1,850	.....	Sold 1838.
South Atlantic	May 18	.....	.....	.....	.....
Atlantic	Aug. 1	May 7, 1837	212	13	.....
....do	June 28	June 5, 1837	661	24	.....
Cape de Verdes.	.....	Nov. 7, 1836	450	.....	.....
South Atlantic.	May 14	Apr. 16, 1837	644	6	.....
Cape de Verdes.	Mar. 25	Nov. —, 1836	.....	.....	.....
South Seas....	Oct. 15	May 6, 1839	800	1,000	.....
Falkland Islds.	June 25	Oct. 2, 1837	.....	900	.....
Indian Ocean ..	July 20	Mar. 4, 1837	82	812	.....	Sold to Fairhaven 1839.
East Cape .....	.....	Apr. 4, 1838	.....	.....	.....
Pacific Ocean ..	Sept. 29	Apr. 28, 1840	1,000	.....	.....
Cape de Verdes.	.....	.....	.....	.....	.....
....do	July 5	Oct. 25, 1836	560	.....	.....
....do .....	.....	Nov. 5, 1836	175	.....	.....
Indian Ocean ..	.....	Mar. 12, 1838	60	2,400	.....
South Atlantic.	May 17	Apr. 2, 1837	.....	1,650	.....	Sailed from New London; mostly elephant-oil.
Ind. and N. Z. ...	Nov. 27	May 16, 1840	100	2,400	.....
Indian Ocean ..	July 1	Apr. 22, 1838	69	2,446	.....
....do	Dec. 16	Nov. 26, 1839	.....	4,500	.....	Unloaded at Bremen July 25, 1839.
Pacific Ocean ..	Nov. 2	Aug. 4, 1841	1,581	9	.....
Indian Ocean ..	Mar. 14	Apr. 19, 1838	131	1,460	.....
Atlantic	Apr. 10	Apr. 1, 1838	51	765	
South Atlantic	July 5	May 11, 1839	206	1,597	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1837.				
<i>New Bedford, Mass.—Continued.</i>				
Charles.....	Ship	290	— Morseland	Samuel Rodman
Condor.....	do	349	— Harding	Charles W. Morgan
China.....	do	370	— Tower	William H. Stowell
Cicero.....	do	452	— Snow	Kollock & Grinnell
Cherokee.....	Bark	261	— Cook	David Coffin
Cora.....	do	220	— Shearman	I. H. Bartlett
Charleston Packet	Brig	184	— Ellis	Crane & French
Cornelia.....	Bark	216	— Flanders	L. Kollock
Delight.....	Brig	102	— Sanford	Jonathan Mosher
Eagle.....	Ship	336	— Coffin	Jireh Perry
Endeavour.....	do	252	— Stetson	W. H. Stowel (?)
Emphrates.....	do	365	— Lewis	Lawrence Grinnell
Emily Morgan.....	do	368	— Clark	Charles W. Morgan
Frances Henrietta.....	do	407	— Hawes	do
Franklin.....	do	333	William H. Mosher	Abm. H. Howland
Francis, 2d.....	do	322	— Smith	David Coffin
Fenelon.....	do	356	— Cushman	George Howland
George and Susan.....	do	337	— Fisher	Thomas Riddell & Sons.
Gratitude.....	do	313	— Townsend	Oliver Crocker
Gen. Pike.....	do	295	— Grinnell	William T. Russell
Hope.....	do	335	— Phinney	Jireh Perry
Heracles.....	do	290	Peter F. Chase	D. R. Greene
Heracles, 2d.....	do	274	— Ricketson	Tobey & Ricketson
Herald.....	do	313	— Price	Randall & Haskell
Hydaspe.....	do	327	— Dexter	Alfred Gibbs & Co
Hibernia.....	do	339	Edward Mosher	Alexander Gibbs
Honqua.....	do	293	— Taber	George Howland
Java.....	do	266	— Baker	Jireh Perry
John Adams.....	do	278	— Taber	T. & A. E. Nye
Janus.....	Bark	223	Joseph Shookley	Alexander Gibbs
Jasper.....	Ship	323	— Bassett	J. A. Parker & Son
Lalla Rookh.....	do	341	James B. Wood	Daniel Wood
L. C. Richmond.....	do	119	— Manton	I. H. Bartlett
Laurel.....	Schooner	277	— Kendrick	J. R. Thornton
Messenger.....	Ship	340	— Haskell	I. Howland, Jr., & Co
Mercury.....	do	326	S. B. Coggeshall	John Coggeshall
Midas.....	do	407	Moses Samson	William Gifford
Minerva.....	do	334	— Gibbs	William R. Rodman
Moss.....	do	352	E. T. Shearman	D. R. Greene & Co
Mount Vernon.....	do	322	— Hall	David Coffin
Nile.....	do	406	— Chase	Isaiah Burgess
Nassau.....	do	257	— Gifford	Gideon Allen
Octavia.....	do	331	— Collins	Andrew Robeson
Pacific, 2d.....	do	331	— Durfee	A. H. Seabury & Bro
Parachute.....	do	231	— Adams	C. W. Morgan
Pioneer.....	Bark	306	— Luce	Abm. Barker
Rousseau.....	Ship	371	— Dexter	Charles W. Morgan
Rodman.....	do	302	— Long	J. & J. Howland
Russell.....	do	250	— Nickerson	Isaiah Burgess
Rajah.....	Bark	235	— Brown	Jonathan Bourne, Jr
Roscoe.....	do	134	— Caff	Richard Johnson
Rising States.....	Brig	321	Lewis Tobey	Thomas S. Hathaway
Swift.....	Ship	315	Warren N. Bourne	Palmer & Coggeshall
Stephania.....	do	269	— Howland	A. H. Seabury & Bro
Selma.....	do	421	Daniel McKenzie	Andrew Robeson
Samuel Robertson.....	do	267	— Hussey	Frederick Bryant
St. Peter.....	do	221	D. Flanders	Crane & French
Saine.....	Bark	288	H. F. Eastham	D. R. Greene & Co
Two Brothers.....	Ship	384	— Foster	J. A. Parker & Son
W. & L. Packet.....	do	263	— Gifford	S. Rodman, Jr
Winslow.....	do			
<i>Fairhaven, Mass.</i>				
Amazon.....	Ship	378	— Macomber	E. Sawin
Arab.....	Bark	276	— Russell	do
Columbus.....	Ship	322	— Ellis	Gibbs & Jenney

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
South Atlantic.	Nov. 30	Dec. 26, 1840	1,972	21	.....	Captain Morselandier died Sept. 2, 1839.
.....do.....	July 14	Apr. 7, 1839	50	2,037	.....
S. A. and Ind.	June 28	Aug. 29, 1838	90	1,461	.....
South Atlantic	June 4	Apr. 30, 1838	20	430	.....
.....do.....	June 7	Sept. 2, 1838	158	1,490	.....
.....do.....	May 4	Mar. 20, 1839	251	1,036	6,400	
Atlantic	May 7	May 29, 1839	185	47	.....
South Atlantic.	Sept. 21	Feb. 23, 1838	.....	200	.....
Atlantic	Dec. 25	July 19, 1838	301	1	.....
Pacific Ocean	Apr. 19	Apr. 14, 1840	2,214	.....	.....
.....do.....	Aug. 10	Apr. 10, 1841	390	1,090	.....	Lost fourteen men by African fever.
.....do.....	Dec. 20	Oct. 17, 1841	1,661	46	.....
.....do.....	Dec. 11	Sept. 26, 1841	2,822	109	.....
Brazil Banks	Apr. 23	Apr. 8, 1839	860	1,852	10,000	
South Atlantic.	May 7	Mar. 1, 1839	500	1,600	.....
Pacific Ocean	Mar. —	June —, 1840	950	360	.....
South Atlantic	July 11	June 28, 1838	40	2,300	.....
Pacific Ocean	Nov. 8	May 28, 1841	2,908	.....	.....
Ind. and N. Z.	Dec. 31	Oct. 27, 1839	260	2,490	.....	Second mate killed by a whale December, 1838. Sold 950 whale at Pernambuco. Captain died at sea 1838.
Indian Ocean	June 27	Jan. 10, 1839	164	546	.....
South Atlantic	May 5	May 4, 1839	929	295	.....
.....do.....	July 9	June 18, 1839	555	1,921	.....
Indian Ocean	Apr. 11	Apr. 28, 1840	796	1,022	.....
.....do.....	Dec. 22	Sept. 29, 1840	1,788	.....	.....
New Zealand	June 15	Feb. 25, 1839	.....	1,825	.....
South Atlantic.	July 2	Apr. 28, 1838	306	1,065	.....
.....do.....	July 23	May 8, 1839	.....	2,741	25,000	
Ind. and N. Z.	July 6	Mar. 22, 1839	431	2,019	.....
New Zealand	June 19	Mar. 19, 1839	702	1,147	.....
S. A. and Ind.	June 28	Mar. 27, 1839	108	1,278	.....
South Atlantic.	June 8	Apr. 12, 1838	77	671	.....
New Zealand	June 15	Mar. 27, 1840	1,538	906	.....
Pacific Ocean	Nov. 26	Feb. 1, 1841	2,618	102	.....
Atlantic	Apr. 19	Mar. 24, 1838	417	.....	.....
South Atlantic	May 21	Mar. 18, 1839	500	1,527	.....
Pacific Ocean	June 11	Oct. 12, 1840	2,538	.....	.....
.....do.....	Dec. 7	Jan. 1, 1842	1,389	210	.....
South Atlantic.	July 23	Mar. 22, 1839	372	1,474	.....	Captain Samsen left ship and came home sick.
Pacific Ocean	Apr. 7	July 3, 1840	1,227	523	.....	Captain Gibbs died September 13, 1837.
P. O. and N. Z.	Nov. 1	Mar. 17, 1840	909	2,285	31,586	
Ind. and P. O.	Aug. 24	Jan. 6, 1841	1,619	.....	.....
Pacific Ocean	Nov. 6	May 13, 1841	2,470	.....	.....
Indian Ocean	Aug. 6	Apr. 11, 1839	104	441	.....	Captain Gifford left ship and came home sick.
Chili	Aug. 7	July 10, 1839	704	622	.....
South Atlantic.	July 5	Oct. 14, 1838	240	1,715	.....
Chili	Aug. 15	Apr. 9, 1839	510	522	.....
Pacific Ocean	Nov. 8	Dec. 10, 1840	2,010	.....	.....
Chili	Aug. 6	Apr. 13, 1840	1,445	1,204	.....
South Atlantic.	July 2	Oct. 27, 1840	1,818	.....	.....
Indian Ocean	June 11	Jan. 28, 1839	310	1,649	.....	Captain Nickerson died at Bay of Islands, March, 1838.
South Atlantic	June 4	June 21, 1839	315	1,271	.....	Sold 150 sperm at Swan River.
Atlantic	July 20	.....	143	.....	.....	Condemned at Cape de Verdes Dec., 1837.
Pacific Ocean	Feb. 22	Aug. 31, 1841	1,610	735	.....
Indian Ocean	July 19	Mar. 24, 1839	270	1,895	.....
.....do.....	Mar. 26	May 15, 1839	338	1,438	.....
New Zealand	Nov. 8	Jan. 24, 1840	306	2,441	.....
Indian Ocean	Mar. 19	Apr. 1, 1839	.....	1,660	.....
South Atlantic.	Aug. 10	Sept. 1, 1838	226	1,064	.....
.....do.....	June 6	Aug. 30, 1838	78	933	.....
Pacific Ocean	Nov. 19	Aug. 21, 1841	2,300	.....	.....
Atlantic	Aug. 7	July 8, 1838	1,207	.....	.....
South Atlantic	June 29	Mar. 7, 1839	256	2,245	.....
Chili	Sept. 3	Sept. 27, 1839	417	1,773	.....
New Zealand	July 30	Feb. 21, 1839	135	3,065	.....

Bought from New York, 1836.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1837.				
<i>Fairhaven, Mass.—Continued.</i>				
Clifford Wayne	Ship	305	Downs	E. Sawin & Co
Friendship	do	364	West	Gibbs & Jenney
Favorite	do	293	Swift	E. Sawin
Heroline	do	337	Harding	do
Joseph Maxwell	do	302	Stewart	F. R. Whitwell
Jasper	do	364	Adams	Atkins Adams
Leonidas	do	243	Stewart	Jenney & Tripp
Marcia	do	315	Cushman	E. Sawin
Marcus	do	280	Shearman	Lemuel Tripp
Sharon	do	354	Church	Gibbs & Jenney
Sarah Frances	do	301	Cox	E. Sawin
<i>Rochester, Mass.</i>				
Annawan	Brig	144	Snow	G. Barstow & Son
Lagrange	do	170	Daggett	Elijah Willis
Le Barron	do	170	Rogers	G. Barstow & Son
Matthapolsett	do	150	Southworth	Jos. Meigs
Orion	do	99	Wing	Elijah Willis
Shylock	Ship	278	Purinton	do
Sarah	Brig	171	Taber	S. C. Luce
			Mayhew	G. Barstow & Son
<i>Nantucket, Mass.</i>				
Ann	Ship	361	Peter C. Brook	Jared Coffin
Aurora	do	340	John Hussey, jr	Thomas Macy
Elizabeth Starbuck	do	381	Alexander M. Chase	Levi Starbuck
Foster	do	317	Josiah C. Long	Richard Mitchell
Franklin	do	246	Benjamin F. Riddell	James Athearn
Harmony	Schooner	313	Coleman	do
Hero	do	296	Renben Joy, jr	Joseph Starbuck
John Adams	do	376	Asa Coleman	Griffin Barney
Levi Starbuck	do	365	John C. Lincoln	Levi Starbuck
Montano	do	365	Benjamin C. Sayer	Samuel B. Folger
Maria	Sloop	273	Hiller	do
Martha	Ship	350	James Alley	James N. Bassett
Nantucket	do	383	David N. Edwards	H. G. O. Dunham
Ohio	do	354	Charles W. Coffin	Jared Coffin
Obed Mitchell	do	323	Renben Ray, jr	Joseph Mitchell
Phoenix	do	90	Isaac B. Hussey	Thomas Macy
Primrose	Schooner	340	Swain	William Bartlett
Planter	Ship	356	Eben M. Hinckley	William B. Coffin
Rose	do	348	Benjamin A. Coleman	Simeon Starbuck
Susan	do	364	Reuben Russell	Aaron Mitchell
Three Brothers	do	364	Henry Phelon	Matthew Starbuck
<i>Edgartown, Mass.</i>				
Almira	Ship	362	Richard Flanders	Abraham Osborn
<i>Holmes's Hole, Mass.</i>				
Delphos	Ship	338	Merry	Thomas Bradley
William and Joseph	Brig	143	Cleveland	John Holmes
<i>Falmouth, Mass.</i>				
Brunette	Bark	200	Pool	Elijah Swift
George Washington	do	180	Consfider Fisher	Sanford Herendeen
Popmunnett	do	200	Nickerson	John Robinson
<i>Dartmouth, Mass.</i>				
Elizabeth	Ship	329		
<i>Westport, Mass.</i>				
Champion	Bark	209		Andrew Hicks
Dr. Franklin	do	171	Job Davis	Job Davis
Elizabeth	Brig	107	Sowle	Abner B. Coffin
Juno	do	165	do	Abner B. Gifford
President	Bark	187	Hathaway	Andrew Hicks
Thomas Winslow	Brig	136	Seabury	P. W. Peckham

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Ind. and Pacific	Nov. 26	Oct. 18, 1840	2,060			
New Zealand	Aug. 12	Jan. 22, 1838	119	2,615		
South Atlantic	July 12	Aug. 25, 1838		2,412		
do	Aug. 15	Apr. 19, 1839	450	1,700		
do	July 2	Aug. 2, 1838	138	1,504		
New Zealand	Oct. 3	July 2, 1839	740	1,890		
South Atlantic	July 25	June 2, 1839	381	1,411		
Indian Ocean	Feb. 3	Apr. 20, 1838	57	2,534		
Pacific Ocean	Aug. 1	Sept. 5, 1840	2,366			
do	June 14	Dec. 10, 1840	2,640	48		
Falkland I ^l 'ds	July 16	Oct. 3, 1839	150	2,036		
Atlantic	July 20	June 27, 1838	302	35		
do	Apr. —	Mar. 17, 1838	240	660		
do	July 29	Sept. 5, 1838	601			
do	Mar. 25	Mar. 22, 1838	483	25		
do	Apr. 21	Oct. 5, 1837	80	15		
do		June 26, 1836	60			
South Atlantic	July 2	Dec. 6, 1838	41	2,444		
Atlantic	Mar. 25	June 7, 1838	416	25		
Pacific Ocean	July 5	June 22, 1841	2,427			Sold to New Bedford 1841
do	Nov. 5	Dec. 2, 1840	2,036			
do	Nov. 16	May 2, 1841	1,359	7		
do	Sept. 1	Apr. 22, 1841	2,101			
do	Oct. 12	Feb. 13, 1841	1,711	37		
Atlantic	Aug. 30	Aug. 9, 1838	130			
Pacific Ocean	Aug. 16	May 18, 1841	1,992			
do	Nov. 27	Oct. 4, 1840	1,050	650		
do	Aug. 27	Nov. 29, 1840	2,375	25		
do	Aug. 4	May 30, 1839	53	2,710		
Atlantic	Aug. 2	—, 1837	Clean			
Pacific Ocean	Sept. 6	Mar. 31, 1840	302	1,112		Built at Nantucket 1837.
do	June 12	Feb. 1, 1841	2,036	465		
do	July 12	Apr. 19, 1841	2,520			Built 1837.
do	Sept. 22	June 27, 1841	870			
do	Nov. 4	Feb. 14, 1840	2,419			
Mexico	Feb. 27	Aug. 9, 1837	100	50		The Primrose sailed again Oct. 23, 1837, and June 13, 1838, with 25 sperm, 75 whale.
Pacific Ocean	Nov. 14	May 28, 1841	1,460	24		
do	Oct. 3	May 29, 1841	1,927			
do	Dec. —	May 28, 1841	1,892	477		
do	June 12	Apr. 26, 1841	2,779			
New Zealand	June 2	Apr. 4, 1839	200	1,100		Sold 1,000 whale at Bahia.
Ind. and Pacific	Aug. 26	May 30, 1839	250	2,250		
Atlantic	Dec. 12	—, 1838				
Atlantic	May 4	May 23, 1838	400			
do		Apr. —, 1838	80	300		
do	Jan. 13	—, 1838	300			
Pacific Ocean	Dec. —	Mar. —, 1840	2,200			
Atlantic	Sept. 20	Apr. 6, 1839	335			
do	Sept. 1	July 23, 1838	595	5		
do	Aug. 22	June 9, 1838	182	6		
do	May 10	July 21, 1838	254	5		
do	June 28	June 23, 1838	617			
do	June 5	Mar. 26, 1838	370	10		

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1837.				
<i>Fall River, Mass.</i>				
Ann Maria.....	Brig...	196	— Browning.....	John Eddy.....
Gold Hunter.....	Ship...	231	— Estes.....	Henry Slade.....
Taunton.....	Brig...	103	— Collins.....	William Coggeshall.....
William.....	do.....	107	— Cudworth.....	J. S. Barnard.....
<i>Lynn, Mass.</i>				
Com. Prebble.....	Ship...	327	— Eldridge.....	S. H. Gardner.....
Louisa.....	do.....	383	— Woolley.....	H. Chase & Co.....
Ninus.....	do.....	960	— Smith.....	S. H. Gardner.....
<i>Newburyport, Mass.</i>				
Merrimac.....	Ship...	414	— Starbuck.....	Lunt & Titcomb.....
Navy.....	do.....	356	— Brook.....	do.....
<i>Salem, Mass.</i>				
Bengal.....	Ship...	304	— Jackson.....	John B. Osgood.....
Cavalier.....	Bark...	295	— Francis.....	James King.....
Derby.....	do.....		— Radcliff.....	
Emeline.....	Brig...	98	— Lombard.....	John B. Pierce.....
Franklin.....	Schooner	89	— Tracy.....	James King.....
Izotte.....	Ship...	275	— Hall.....	J. B. Osgood.....
James Maury.....	do.....	305	— Bigelow.....	do.....
Lydia.....	do.....	293	— Ramsdell.....	do.....
Malay.....	Bark...	268	— Barnard.....	Stephen G. Phillips.....
Mac.....	Schooner	80	— Emmons.....	J. B. Osgood.....
Reaper.....	Bark...	230	— Neal.....	do.....
Richard.....	do.....	252	— Dewing.....	Joseph Hodges.....
<i>Warren, R. I.</i>				
Atlas.....	Brig...	126	— Russell.....	Jos. Smith, jr., & Co.....
Benjamin Rush.....	Ship...	374	— Coffin.....	Driscoll & Child.....
Crawford.....	Brig...	126	— Sowle.....	J. & D. K. Luther.....
Hoogley.....	Ship...	292	— Luce.....	William Collins & Co.....
Jane.....	do.....	371	— Eddy.....	S. P. Child.....
Luminary.....	do.....	432	— Mayhew.....	J. Smith, jr., & Co.....
Miles.....	do.....	240	— Davol.....	William Collins & Co.....
North America.....	do.....	228	— Grinnell.....	Driscoll & Child.....
Warren.....	do.....	362	— Lewis.....	J. Smith, jr., & Co.....
<i>Providence, R. I.</i>				
Brunswick.....	Ship...	295	— Gardner.....	Amherst & Everett.....
<i>Bristol, R. I.</i>				
Anne.....	Ship...	292	— Richmond.....	William H. De Wolf.....
Corinthian.....	do.....	503	— Gardner.....	do.....
Essex.....	do.....	200		William R. Taylor.....
Gov. Hopkins.....	Brig...	111	{ — King..... }	do..... {
Metacom.....	Ship...	360	{ — Simmons..... }	do..... {
			— Grinnell.....	William H. De Wolf.....
Sarah Lee.....	do.....	235		do.....
Troy.....	Brig...	156	— Hart.....	Thomas Church.....
<i>Newport, R. I.</i>				
Audley Clarke.....	Ship...		Joseph Shorman.....	Bush & Clarke.....
Martha.....	do.....		Oliver Potter.....	Charles Devans & Lee.....
Pocahontas.....	Schooner		Alden Wilkey.....	George Knowles.....
<i>New London, Conn.</i>				
Ann Maria.....	Ship...	368	— Middleton.....	Thomas W. Williams.....
Boston.....	do.....	291	— Pendleton.....	J. Lawrence.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Dec. 7	July 25, 1838	110	.....	.....
South Atlantic	Aug. 4	Apr. 10, 1839	.....	2,200	.....
Atlantic	May 20	Feb. 16, 1838	.....	Clean	.....
....do	July 24	June 6, 1838	280	.....	.....
South Atlantic	July 11	May 8, 1838	125	1,875	.....
S. A. and Ind.	July 27	Apr. 29, 1838	.....	1,350	.....
....do	Aug. 13	May 11, 1838	.....	1,500	.....
N. Z. and Ind.	Nov. 27	Sept. 19, 1839	350	3,350	.....
Pacific Ocean ..	Nov. 27	Sept. 11, 1839	200	2,500	.....
S. A. and Ind.	Nov. 6	May 29, 1840	1,800	.....	.....	Built 1816.
....do	July 8	Mar. 24, 1839	180	820	8,000	Sold out, 1839; built 1823.
Indian Ocean ..	July 15	.....	.....	.....	.....	Lost at Falkland Islands April 15, 1838; shipped oil home.
Atlantic	Sept. 5	July 1, 1838	110	5	.....	Sold out, 1838.
....do	May 27	Dec. 8, 1837	.....	Clean	.....	Sold out, 1837.
S. A. and Ind.	Oct. 16	Dec. 20, 1839	250	2,050	.....	Built 1825.
S. A. and P. O.	July 5	Dec. 11, 1840	400	2,600	.....	Built 1834.
S. A. and Ind.	Dec. 20	Mar. 25, 1840	380	1,450	.....	Built 1823.
Indian Ocean ..	May 21	May 5, 1839	500	1,000	.....
Atlantic	May 24	Nov. 17, 1837	70	.....	.....
S. A. and P.	Aug. 21	May 28, 1839	500	100	.....	Built 1825.
South Atlantic	Apr. 19	Mar. 1, 1839	.....	300	.....	Brig Eagle, Williams, sailed as tender. The Richard's oil was sold at Pernambuco, and she was lost in July or August off Montevideo in the merchant service.
New Zealand ..	July 9	.....	.....	.....	.....	Tender to Luminary; made a trading voyage; no report.
Pacific Ocean ..	Sept. 29	Mar. 21, 1841	1,425	450	.....	Mate and boat's crew lost, 1839; fast to a whale.
Atlantic	Apr. 12	Nov. 18, 1837	80	.....	.....
Pacific Ocean ..	Oct. 19	Aug. 29, 1840	700	1,500	.....
....do	Sept. 2	Oct. 1, 1839	600	900	.....
New Zealand ..	July 9	Oct. 2, 1839	600	3,200	.....
South Atlantic	July 13	Mar. 14, 1839	130	1,170	.....
....do	Aug. 20	May 14, 1839	500	800	.....
New Zealand ..	July 9	Jan. 16, 1840	235	3,065	.....
South Atlantic	Aug. 10	Apr. 10, 1839	80	1,320	.....
Pacific Ocean ..	Dec. 2	June 5, 1840	1,300	.....	.....
....do	Jan. 7	Mar. 23, 1839	300	3,000	.....
Mexico	Feb. 16	July 25, 1837	250	20	.....
Atlantic	Aug. 13	June 11, 1838	100	.....	.....
Pacific Ocean ..	Dec. 21	May 28, 1841	1,700	100	.....	Built at Bristol, 1836; sold at New Bedford, 1841.
Mexico	Feb. 23	Nov. 25, 1837	3	100	.....	The sperm was picked up.
Pacific Ocean ..	Oct. 25	Aug. 6, 1840	2,350	.....	.....
....do	Oct. 2	Apr. 19, 1841	1,950	.....	.....
North Atlantic	Sept. 27	July 30, 1838	190	40	.....
South Atlantic	July 25	Feb. 28, 1839	180	2,070	
....do	May 3	Feb. 3, 1839	160	2,400	15,000	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1837.				
<i>New London, Conn.—Continued.</i>				
Connecticut	Ship	308	— Crocker	T. W. Williams
Clematis	do	311	— Bailey	Williams & Barns
Flora	do	348	— Fitch	N. & W. W. Billings
Georgia	do	343	— Peabody	T. W. Williams
George	do	290	— Baker	L. Allen
John and Edward	do	318	— Bailey	N. & W. W. Billings
Julius Caesar	do	347	— McLean	do
Jones	do	330	— Hobron	T. W. Williams
Jason	do	333	— Fuller	E. M. Frink & Co
Neptune	do	285	— Andrews	T. W. Williams
Palladium	do	342	— Prentiss	E. M. Frink & Co
Phenix	do	404	— Allen	N. & W. W. Billings
Pembroke	do	199	— Chester	Jos. Lawrence
Superior	do	406	— Allen	N. & W. W. Billings
Stonington	do	351	— Rice	Williams & Barns
<i>Stonington, Conn.</i>				
Acasta	Ship	330	— Pendleton	C. P. Williams
Bolton	Schooner	349	— Beck	C. P. Williams
Corvo	do	446	— Pendleton	do
Caledonia	do	976	— Brewster	E. Faxon, jr., & Co
Philetus	do	976		
<i>Mystic, Conn.</i>				
Atlas	Ship	261	— Bailey	
Blackstone	do	258	— Chester	Silas Beebe
<i>Sag Harbor, N. Y.</i>				
Ann	Ship	299	— Bishop	Marcus B. Osborn
Acasta	do	286	— Hand	Mulford & Sleigh
Arabella	do	367	— Pearson	N. & G. Howell
Camillas	do	345	A. Rogers	Charles T. Dering
Columbia	do	285	— Hedges	Luther D. Cook
Concordia	Bark	265	— Woodward	Thomas Brown
Calmus	Ship	307	— Hand	Mulford & Sleigh
Daniel Webster	do	397	— Harlow	E. Mulford
Franklin	do	391	— Griffin	Charles T. Dering
Fanny	do	391	— Payne	N. and G. Howell
France	do	411	— Howell	do
Gem	do	326	— Ludlow	Hunting Cooper
Henry	do	333	— Cartwright	C. T. Dering
Hudson	do	368	— Green	Luther D. Cook
Marcus	do	283	— Payne	S. & N. Howell
Monmouth	do	273	— Smith	
Neptune	do	338	— Slate	S. & B. Huntingtng & C
Noble	do	274	— Sayer	Ira B. Tuthill
Nimrod	do	280	— Parker	C. T. Dering & Co
Romulus	do	233	— Rodgers	Mulford & Howell
Thor	do	299	— Topping	Mulford & Sleigh
Thomas Dickason	do	454	— Havens	do
Thames	do		— Nickerson	
Xenophon	do	384	— Halsey	Mulford & Sleigh
<i>Greenport, N. Y.</i>				
Bayard	Ship	339	— Miller	H. & N. Corwin
Roanoke	do	251	— Case	Wiggins & Parsons
Seraph	Brig	174	— Shearman	Samuel Lamson
Triad	Ship	336	— Loper	H. & N. Corwin
Washington	do	236	— Wilber	James Tuthill
<i>Dartmouth, Mass.</i>				
Elizabeth	Ship	329	— Wood	James Rider
Forester	Bark	243	— Ray	Prince Sears
South Carolina	Ship	302	— Smith	James Rider

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic.	June 6	Mar. 17, 1839	220	1,880	.....
....do.....	June 14	Mar. 7, 1839	50	2,750	.....
Patagonia.	Dec. 8	Apr. 21, 1839	300	1,200	.....
South Atlantic.	Apr. 19	Apr. 7, 1838	200	1,600	.....
....do.....	July 20	Mar. 2, 1839	.....	2,000	.....
....do.....	May 28	Aug. 29, 1838	.....	1,500	.....	Crew mutinied.
....do.....	June 6	June 1, 1838	200	1,600	.....
Falk. Islands.	Apr. 2	Dec. 29, 1838	130	2,300	.....
South Atlantic.	July 1	Apr. 9, 1839	120	2,100	.....
....do.....	June 21	Mar. 28, 1839	200	1,650	.....
....do.....	Aug. 4	Apr. 24, 1839	120	1,580	16,000	
Pacific Ocean.	Nov. 12	Feb. 5, 1841	1,900	600	.....
South Atlantic.	Oct. 14	Apr. 4, 1840	500	1,000	.....
....do.....	Nov. 21	Aug. 4, 1840	120	2,880	.....
....do.....	July 1	Feb. 28, 1839	340	1,760	.....
Patagonia.	.....	Dec. 6, 1838	50	2,200	.....
Falk. Islands.	.....	Sept. 1, 1838	.....	Full.	.....
Falk. Islands.	Dec. 27	Oct. 13, 1839	.....	3,600	.....	Bought from Boston, 1836.
South Atlantic.	June —	Mar. 8, 1839	250	1,650	.....
....do.....	.....	Apr. 21, 1839	70	1,430	.....	Lost third mate and boat's crew by a whale, 1838.
South Atlantic.	June 14	.....	.....	.....	.....	Belonged to Norwich; lost on Crozettes, with her tender, (Colossus,) 1837 or 1838.
....do.....	July 8	Mar. 16, 1839	100	1,800	.....
South Atlantic.	Aug. 3	May 20, 1838	.....	1,350	.....
....do.....	July 11	May 19, 1838	130	570	.....
....do.....	July 22	May 20, 1839	60	740	.....
....do.....	July 8	Apr. 28, 1838	130	1,620	.....
....do.....	July 14	May 7, 1838	.....	1,750	.....
....do.....	May 20	May 10, 1838	.....	1,100	.....
....do.....	.....	May 19, 1838	90	1,600	.....
....do.....	Aug. 17	Apr. 13, 1839	280	2,020	.....	Captain Harlow was killed by a whale, November 6, 1838.
....do.....	Aug. 17	May 4, 1839	220	1,100	.....
....do.....	July 8	May 7, 1838	60	1,450	.....	Captain Payne was killed by a whale, January 2, 1838.
....do.....	June 21	May 7, 1838	.....	2,300	.....
....do.....	July 18	May 8, 1838	180	1,350	.....
....do.....	June 27	Apr. 27, 1838	130	1,620	.....
....do.....	Aug. 3	May 26, 1839	700	2,000	.....
....do.....	July 8	Apr. 30, 1838	.....	750	.....
....do.....	July —	May 8, 1838	.....	1,300	.....
....do.....	June 27	Apr. 24, 1839	180	2,000	.....
....do.....	July 22	May 8, 1838	.....	1,100	.....
....do.....	July 25	May 20, 1838	.....	500	.....
....do.....	July 8	Mar. 18, 1839	.....	1,500	.....
....do.....	July 10	Apr. 7, 1838	.....	1,000	.....
....do.....	July 18	Apr. 27, 1839	120	3,880	40,000	
....do.....	June 27	May 10, 1838	.....	1,100	.....
....do.....	June 27	June 23, 1838	.....	1,475	.....	Condemned at Sag Harbor, 1838.
South Atlantic.	July —	Apr. 22, 1839	300	1,600	.....
....do.....	June —	Apr. —, 1838	.....	1,650	.....
Atlantic.	July —	May 21, 1838	140	100	.....	Hailed from Greenport; probably owned in Southold.
South Atlantic.	June —	Apr. 24, 1839	165	1,700	.....
....do.....	June —	Apr. 19, 1838	150	1,300	.....
Pacific Ocean.	Nov. 30	Mar. 28, 1841	2,940	.....	.....	Sold to New Bedford, 1841.
....do.....	Dec. 5	.....	.....	.....	.....	Lost on Montauk Point, April 17, 1841.
South Atlantic.	June 28	May 20, 1838	50	1,150	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1837.				
<i>Westport, Mass.</i>				
Champion	Bark...	209	.....	Andrew Hicks
Juno	Brig	165	— Sowle	Abner B. Gifford
Mexico	do	130	— Davis	Gideon Davis
<i>Boston, Mass.</i>				
Margaret	Brig	125	— Dwight	S. J. Bridge
<i>Dorchester, Mass.</i>				
Herald	Ship	242	— Reynolds	Josiah Stickney
Lewis	Bark	281	— Cunningham	C. O. Whitmore & Co
<i>Hudson, N. Y.</i>				
Alexander Mansfield	Ship	320	— Donglass	Barnard Curtis & Co
America	do	464	— Topham	do
Helvetia	do	333	— Cottle	Robert A. Barnard
<i>New York, N. Y.</i>				
Oollo	Schooner .....	...	— Hallett .....	.....
Scituate	do .....	...	— Thaine	R. A. Barnard
White Oak	Bark	291	— Barney	Pell, Zabieskie & Pell
<i>Bridgeport, Conn.</i>				
Atlantic	Ship	291	— Post	Samuel F. Hurd
Hamilton	do	359	— Rose	do
Harvest	Bark	263	— Halsey	do
<i>Cold Spring, N. Y.</i>				
Tuscarora	Ship	379	— Dennison .....	.....
<i>East Haddam, Conn.</i>				
Bruce	Ship	148	— Bradford .....	.....
<i>Newark, N. J.</i>				
John Wells	Ship	366	Uriah Russell	J. H. Stephens
<i>Newburgh, N. Y.</i>				
Portland	Ship	292	— Cook	Charles Ludlow
<i>Plymouth, Mass.</i>				
Fortuna	Bark	276	— Goodwin	Isaac L. Hedge
James Munroe	Brig	115	— Chase	Northam & Fearing
Mary and Martha	do	317	John B. Coffin	James Bartlett, jr
<i>Portsmouth, N. H.</i>				
Ann Parry	Ship	348	— Swain	James Kennard
<i>Poughkeepsie, N. Y.</i>				
Vermont	Bark	292	— Howland	David S. Shearman
<i>Wilmington, Del.</i>				
Ceres	Ship	328	— Ayres	William Wheeler
Lucy Anne	do	309	John J. Parker	do
<i>Provincetown, Mass.</i>				
Imogene	Brig	172	— Smalley	James Smalley
Louisa	Schooner .....	...	— Tillson .....	.....
1838.				
<i>New Bedford, Mass.</i>				
Ann Alexander	Ship	253	— Dornin	George Howland
Amethyst	do	359	— Reynard	John A. Parker & Son

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Sept. 20	Apr. 6, 1839	335	.....	.....
do	May 10	July 21, 1838	254	8	.....
do	Apr. 21	Apr. 26, 1838	553	20	.....
N. & S. Atlantic	Sept. 20	.....	.....	.....	.....	Dropped out of the lists in November, 1840, with no report from her from date of sailing.
Pacific Ocean ..	Nov. 5	May 20, 1841	1,800	.....	.....	Sold to Stonington, 1841.
South Seas	July 27	Sept. 5, 1839	900	1,600	.....
South Atlantic	June 25	Mar. 21, 1839	200	900	.....	Sailed in 1839, and was condemned at Tahiti, 1840; oil (1,000 sperm) shipped home.
Indian Ocean ..	Aug. 14	May 2, 1839	230	3,300	.....
Pacific Ocean ..	Oct. 19	June 16, 1839	350	2,350	21,000	
Falk. Islands ..	.....	.....	.....	.....	.....	Lost in 1839.
Atlantic	Nov. 27	Sept. 26, 1838	45	.....	.....	Sold, 1838.
.....	Dec. 9	June 11, 1840	350	1,700	.....	First mate taken out of boat by a line and lost; sold to New London, 1840.
South Atlantic	July —	Apr. 10, 1839	.....	1,900	.....	Sold the whale-oil on the voyage.
do	July 8	May 1, 1838	.....	1,900	.....
.....	June —	June 21, 1838	150	.....	.....
South Atlantic	Sept. 9	Apr. 23, 1839	120	1,280	.....	Bought from New London, 1837.
Atlantic	Aug. 20	July 5, 1838	110	.....	.....
S. A. and P. O. .	May 20	Apr. 9, 1839	300	1,900	.....
Indian Ocean ..	June 10	Apr. 10, 1839	230	2,160	30,000	Sold to Sag Harbor, 1839.
South Atlantic	June 30	Oct. 31, 1839	—	2,300	.....
Atlantic	Aug. 6	Nov. 1, 1839	55	4	.....
South Atlantic	Dec. 19	Dec. 3, 1840	450	2,000	.....
Indian Ocean ..	Jan. 6	Apr. 9, 1839	500	1,250	.....
.....	July 20	Oct. 2, 1839	300	2,600	.....
Pacific Ocean ..	Dec. 10	Mar. 18, 1841	1,800	.....	.....
South Atlantic	July 24	Apr. 24, 1839	100	2,400	24,000	
Atlantic	Mar. 29	Nov. 5, 1837	450	.....	.....
do .....	.....	Nov. 10, 1837	100	.....	.....
Pacific Ocean ..	Aug. 22	Aug. 21, 1841	1,900	
Indian Ocean ..	Mar. 23	Mar. 3, 1840	180	2,734	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1838.				
<i>New Bedford, Mass.—Continued.</i>				
Alexander	Ship	421	Charles Stetson	John A. Parker & Son ..
Augusta	do	344	Lawrence	W. R. Rodman
Averick	do	470	Stetson	John A. Parker & Son ..
America	do	418	John Cole	I. Howland, jr. & Co ..
Agate	Brig	81	Landry	A. H. Seabury
Addison	Ship	426	Tower	Wm. R. Rotch & Co ..
Barclay	do	281	Swain	Alexander Gibbs
Brandt	do	310	Delano	George Howland
Cortes	do	382	Edward Gardner	Jireh Perry
Canton	do	409	Leary	
Com. Decatur	do	247	Elihu Wood	
Courier	do	381	Harding	Randall & Haskell
Clarice	Bark	237	Benjamin Clark	C. W. Morgan
China	Ship	370	Potter	William H. Stowell
Cicero	do	252	Hillman	Alexander Gibbs
Ceres	do	373	George Tobey	J. A. Parker & Son ..
Charles Frederick	do	317	Brown	
Cherokee	Bark	261	Cook	Crane & French
Charleston Packet	Brig	184	Daggett	L. Kollock
Cornelia	Bark	216	Netchen	Jona. Mosher
Delight	Brig	102	Howland	Alfred Gibbs & Co ..
Enterprise	Ship	291	Downs	Briggs & Bartlett ..
Epilon	do	273	Abm. Russell	David Coffin
Esnelon	do	328	Smith	E. Dunbar & Co ..
Florida	do	330	Edward Maxfield	George Howland
George Howland	do	374	Weeks	I. Howland, jr. & Co ..
Gideon Howland	do	379	Baker	Haskell & Randall
George and Martha	Bark	275	Willcox	Jas. D. Thompson
Garland	do	234	Elihu Gifford	T. & A. R. Nye
Herald, 2d	Ship	303	Nathaniel H. Nye	Charles W. Morgan
Hector	do	350	Thomas A. Norton	Alfred Gibbs & Co ..
Hibernia	do	327	Gray	do
Huntress	do	391	Hull	William T. Russell ..
India	do	356	Luce	Frederick Parker
John	do	308	Isaac Thatcher	Alexander Gibbs
Jasper	Bark	223	Jos. Shookley	A. H. Seabury & Bro ..
Juno	Brig	123	Brownell	T. & A. R. Nye
Lancaster	Ship	383	R. N. Swift	I. Howland, jr. & Co ..
Logan	do	302	Luther J. Briggs	Abm. Barker
Liverpool	do	306	Thomas	A. H. Howland
London Packet	do	280	John Samsen	Tobey & Ricketson ..
Lucas	do	281	Taber	I. H. Bartlett
Laurel	Schooner	119	{ Manter	{ T. & A. R. Nye
Maria Theresa	Ship	330	{ Worth	{ C. W. Morgan
Maria	do	202	Turner	I. Howland, jr. & Co ..
Mary	do	257	Raymond	Andrew Robeson
Milo	do	392	Black	
			Gardner	
Magnolia	do	396	David Barnard	C. W. Morgan
Milwood	Bark	254	Joseph Spooner	Gideon Allen
Nautilus	Ship	340	Alden G. Ellis	Jireh Perry
Newton	Bark	283	Hathaway	Isaiah Burgess
Parachute	Ship	331	Eastham	A. H. Seabury & Bro ..
Persia	Bark	240	Norton	Lawrence Grinnell ..
Roman 2d	Ship	350	Bartlett	Abm. Barker
Robert Edwards	do	356	Howland	J. & J. Howland
Sally Anne	do	312	Robert E. Borden	D. R. Greene & Co ..
Selne	Bark	281	Acams	Crane & French
Sarah Louisa	Brig	144	Ray G. Sanford	William R. Rodman ..
Tuscaloosa	Ship	284	William Hussey	Howland & Hussey ..
Triton	do	300	Avery F. Parker	I. Howland, jr. & Co ..
Trident	do	449	John H. Ricketson	J. A. Parker & Co ..
Two Brothers	do	288	I. C. Howland	D. R. Greene & Co ..
Tobacco Plant	do	271	Swain	W. R. Rodman
Virginia	do	346	Luce	William H. Stowell ..
William Hamilton	do	463	William Swain	I. Howland, jr. & Co ..
Waverly	do	327	William Monroe	do

sailing from American ports—Continued:

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	Dec. 30	June 11, 1842	<i>Dols.</i> 2,200	<i>Dols.</i>	<i>Lbs.</i>	Mate killed by natives at the Marquesas Islands.
.....do	June 26	Jan. 6, 1842	2,071	67	.....	Arrived at Bremen.
New Zealand ..	Feb. 2	Oct. 3, 1839	.....	4,200	.....
Indian Ocean ..	July 9	May 27, 1840	530	3,879	.....
Atlantic ..	Dec. —	July —, 1840	90	210	.....
New Zealand ..	Dec. 19	Apr. 1, 1841	392	2,450	.....
Indian Ocean ..	Apr. 29	Apr. 24, 1840	165	1,939	.....
South Atlantic.	June 19	June 28, 1839	189	847	.....
Pacific Ocean ..	Apr. 24	Apr. 22, 1842	2,230	.....	.....
.....do	Nov. 22	Aug. 26, 1842	2,634	40	.....	Condemned at Bermudas, January 4, 1840. Had 500 whale.
South Atlantic	May 25	.....	.....	.....	.....
Pacific Ocean ..	June 8	July 12, 1842	2,283	.....	.....
.....do	Nov. 15	Aug. 12, 1841	1,206	.....	.....
New Zealand ..	Oct. 2	May 2, 1840	751	1,834	.....
South Atlantic.	June 13	June 1, 1840	310	1,012	.....	Condemned at Isle of France, April, 1839.
Indian Ocean ..	Oct. 13	.....	.....	.....	.....
Pacific Ocean ..	Dec. 1	Nov. 22, 1841	2,056	.....	.....
New Zealand ..	Nov. 7	Oct. 14, 1840	532	1,922	.....
South Atlantic.	June 19	May 31, 1839	256	6	.....
S. A. and Ind.	Apr. 3	July 9, 1840	583	230	.....
Atlantic ..	Aug. 20	May 18, 1839	65	.....	.....	Voyage spoiled by mutiny of crew.
Pacific Ocean ..	Sept. 2	June 19, 1844	477	2,001	.....
P. O. and N. Z.	Aug. 2	June 3, 1840	265	1,895	.....
South Atlantic	Aug. 29	June 22, 1840	782	1,750	.....
.....do	July 24	Feb. 22, 1840	539	2,250	.....
Pacific Ocean ..	Apr. 24	Oct. 21, 1841	1,994	27	.....
.....do	Dec. 6	June 23, 1842	2,765	.....	.....
S. A. and Ind.	June 18	May 15, 1840	287	2,008	.....
Indian Ocean ..	Sept. 15	May 25, 1840	212	1,000	.....
Pacific Ocean ..	Nov. 20	Nov. 27, 1842	1,550	.....	.....
.....do	May 27	Aug. 16, 1840	2,675	7	.....
Indian Ocean ..	June 30	Nov. 7, 1839	706	1,445	.....
.....do	Apr. 9	June 10, 1839	141	2,892	27,000	Sold 114 sperm at Hobart Town.
.....do	Aug. 12	Mar. 14, 1840	750	1,975	.....
.....do	June 4	Feb. 21, 1840	233	2,025	.....
.....do	June 3	May 13, 1839	111	574	.....
Atlantic ..	Apr. 14	May 29, 1839	404	14	.....
Pacific Ocean ..	Nov. 15	Mar. 26, 1842	2,744	.....	.....
.....do	May 1	Dec. 13, 1841	1,339	946	.....
South Atlantic	June 8	Apr. 7, 1840	224	1,916	.....
Indian Ocean ..	May 19	May 18, 1840	330	1,470	.....
.....do	July 1	Aug. 9, 1839	.....	2,608	.....
Atlantic ..	Apr. 28	June 25, 1838	71	3	.....
.....do	July 19	June 27, 1839	200	.....	.....
Indian Ocean ..	July 6	Mar. 21, 1840	800	1,912	.....
.....do	May 18	Sept. 7, 1840	750	.....	.....
.....do	June 3	Oct. 27, 18 9	910	1,318	.....
Pacific Ocean ..	Dec. 24	Aug. 10, 1842	2,693	89	.....	First mate and boat's crew reported lost, October, 1841.
.....do	Dec. 2	Aug. 4, 1842	1,944	1,065	.....
South Atlantic.	May 25	Mar. 31, 1840	86	1,324	.....
Pacific Ocean ..	Nov. 20	Mar. 3, 1842	2,628	.....	.....
New Zealand ..	Dec. 31	Mar. 9, 1841	586	2,033	.....
.....do	Nov. 15	Sept. 8, 1840	485	2,285	.....
Pacific Ocean ..	Sept. 30	Dec. 12, 1842	1,593	.....	.....
Indian Ocean ..	July 11	July 9, 1840	278	3,115	.....
Pacific Ocean ..	Aug. 24	Mar. 26, 1841	2,663	.....	.....
South Atlantic.	June 6	May 6, 1840	292	1,976	.....
.....do	Oct. 3	Aug. 9, 1840	600	600	.....
Atlantic ..	Aug. 8	June 26, 1840	396	3	.....
Indian Ocean ..	May 2	Apr. 3, 1840	253	1,852	.....	Ordered away from Two People's Bay by Her Britannic Majesty's ship Harold.
Pacific Ocean ..	Sept. 3	Nov. 3, 1841	1,459	453	.....
.....do	Aug. 8	Nov. 9, 1842	1,590	40	.....
S. A. and Ind.	Oct. 16	May 6, 1840	600	212	.....
Pacific Ocean ..	May 12	Nov. 5, 1841	1,085	99	.....
Chili ..	May 21	Mar. 31, 1840	575	2,000	
Pacific Ocean ..	May 1	May 31, 1842	2,156	
.....do	Dec. 7	May 25, 1842	1,921	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1888.				
<i>New Bedford, Mass.—Continued.</i>				
Winslow	Ship	263	Pease	S. Rodman, jr
Washington	do	344	C. P. Covell	Jona. Bourne, jr.
<i>Fairhaven, Mass.</i>				
Alto	Bark	197	Caldwell	Alden D. Stoddard
Albion	Ship	328	Smith	E. Sawin
Arab	do	336	Cushman	do
Benezett	Bark	198	Stetson	Jabez Delano, jr
Charles Drew	Ship	344	Bonney	Lemuel Tripp
Cadmus	do	320	Mayhew	Atkins Adams
Eliza Adams	do	403	Holley	do
Favorite	do	293	Swift	E. Sawin
George	do	360	Chase	Fish & Huttletstone
Heeper	Bark	266	Holder Almy	L. Hitch
Harold	Ship	262	Devoll	Samuel Borden
Isabella	Bark	243	Davie	E. Sawin
Joseph Maxwell	Ship	302	Stewart	F. R. Whitwell
Java	do	292	Crowell	Atkins Adams
Martha	do	298	John D. Taber	Nathan Church
Martha, 2d	do	301	Kelley	Atkins Adams
Maine	do	294	Magee	E. Sawin
Marcia	do	315	Edward M. her	do
Mary Ann	do	335	Chase	L. Tripp, jr
Pindus	Bark	193	Perry	Lemuel Tripp
Pacific	Ship	314	Butler	Asa Swift
Quito	Brig	138	Wobb	E. Sawin
South Boston	Ship	338	Butler	do
William Wirt	do	387	Daggett	Warren Delano
<i>Rochester, Mass.</i>				
Annawan	Brig	148	Charles Bates	G. Barstow & Son
Dryade	Bark	263	Smalley	do
Gideon Barstow	Ship	379	Cary	do
Lagrange	Brig	170	Daggett	Elijah Willis
Le Barron	do	170	Rogers	G. Barstow & Son
Mattapoisett	do	150	Southworth	Joseph Melge
Orion	do	99	Furrington	Elijah Willis
Sarah	do	171	Furrington	G. Barstow & Son
Solon	do	129	Hammond	Noble E. Bates
<i>Nantucket, Mass.</i>				
American	Ship	340	David Barker	Matthew Crosby
Alpha	do	345	Joseph Congdon	Nathaniel Barney
Christopher Mitchell	do	387	Charles A. Veeder	Gorham Coffin
Clarkson	do	380	Joseph C. Chase	James Athearn
Daniel Webster	do	330	Joseph N. Plasket	Jared Coffin
Harmony	Schooner	..	Tracy	..
Howard	Ship	364	William Worth, 2d	Timothy Hussey
Iris	Sloop	..	Weeks	..
Japan	Ship	332	John Tobey	James Athearn
James Loper	do	348	Obed Cathcart	Levi Starbuck
Joseph Starbuck	do	410	Sanford Wilbur	George Starbuck
Lima	do	284	Obed Luce, jr	William B. Coffin
Mary Mitchell	do	353	Joseph McCleave	Samuel B. Tuck
Napoleon	do	361	William Plasket	George B. Upton
Phoebe	do	379	George Allen, 2d	Gorham Coffin
Primrose	Schooner	..	Coleman	..
President	Ship	293	Reuben Starbuck	Joseph Starbuck
Robert	Sloop	..	Meador	..
Rambler	Ship	311	Robert McCleave	Frederick C. Sanford
Thulo	do	287	James Coleman	S. B. Tuck
Young Hero	do	331	George Alley	Joseph Starbuck
<i>Edgartown, Mass.</i>				
Champion	Ship	391	Lawrence	Grafton Norton
Loan	do	282	Merchant	Abm. Osborne
Mary	do	348	Fisher	Coffin & Darrow

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic	Aug. 1	June 20, 1839	280	.....	.....
New Zealand ..	Dec. 15	July 1, 1840	457	2,030	.....	Bought from Dartmouth, 1838.
S. A. and Ind. ..	Mar. 3	May 15, 1840	602	.....	.....
Indian Ocean ..	July 9	Feb. 24, 1840	600	2,241	.....
do	July 26	Mar. 19, 1840	26	2,374	.....
Pacific Ocean ..	June 8	Oct. 12, 1840	1,045	.....	.....
do	Aug. 9	Apr. 15, 1842	1,960	.....	.....	Sold to New Bedford, 1842.
do	June 3	Mar. 16, 1841	2,002	.....	.....
do	Oct. 22	Jan. 23, 1842	2,771	.....	.....
New Zealand ..	Dec. 2	Aug. 7, 1840	240	2,293	.....
Indian Ocean ..	July 17	Aug. 6, 1840	48	2,076	.....
Ind. and P. O. ..	Nov. 25	May 9, 1841	1,822	.....	.....	Bought from New Bedford, 1838.
South Atlantic ..	July 19	Apr. 2, 1840	112	1,360	.....
Pacific Ocean ..	Jan. 9	June 14, 1841	991	694	.....
Indian Ocean ..	Sept. 19	July 10, 1840	491	1,353	.....
Pacific Ocean ..	May 27	May 30, 1841	590	800	.....
Indian Ocean ..	June 25	July 6, 1841	625	1,330	.....
do	July 21	June 4, 1840	670	1,555	.....
do	Aug. 12	Mar. 31, 1840	182	1,982	.....
do	Feb. 3	Nov. 4, 1841	657	1,435	.....
Pacific Ocean ..	Sept. 13	May 31, 1842	2,306	.....	.....
South Atlantic ..	Aug. 4	May 29, 1840	375	725	.....
do	Aug. 28	Feb. 13, 1840	114	1,971	.....	Bought from Nantucket 1838.
Indian Ocean ..	July 26	Nov. 7, 1839	45	597	.....	Tender to ship Arab.
South Atlantic ..	Apr. 30	Sept. 19, 1839	.....	2,960	.....
Indian Ocean ..	June 23	June 4, 1842	2,780	.....	.....
Atlantic	July —	.....	.....	.....	.....	Lost at sea, in a gale, March, 1820. Captain, 1st and 2d mates, and 12 men lost.
Indian Ocean ..	July 3	Oct. 23, 1839	242	1,350	.....
do	June 20	.....	.....	.....	.....	Lost at Cocos Islands March, 1820.
Atlantic	Apr. 30	May 10, 1839	431	5	.....
South Atlantic ..	Oct. 20	Nov. 7, 1839	646	.....	.....
Atlantic	Apr. 3	June 4, 1839	220	.....	.....
do	Sept. 13	May 27, 1839	120	.....	.....
do	July 22	May 16, 1839	563	.....	.....
do	June 6	Apr. 16, 1839	440	.....	.....
Pacific Ocean ..	July 4	Oct. 21, 1841	2,181	9	.....	Sent home 90 barrels sperm.
do	June 3	Dec. 2, 1841	2,265	.....	.....
do	Apr. 28	Apr. 5, 1841	2,714	52	.....
do	July 16	Apr. 17, 1841	1,580	310	.....
do	Dec. 18	Oct. 15, 1842	1,832	.....	.....	Built at Mattapoisett 1838.
Indian Ocean ..	Sept. 22	.....	.....	.....	.....	Lost in the Indian Ocean February 8, 1832.
Pacific Ocean ..	Oct. 19	Jan. 1, 1841	2,209	.....	.....
Shoals .....	.....	.....	.....	.....	.....	Made three trips; took one small whale.
Pacific Ocean ..	June 10	Dec. 12, 1841	2,176	27	.....
do	June 28	May 11, 1842	1,842	.....	.....	Built 1837, at Rochester.
do	Nov. 15	Apr. 3, 1842	3,321	.....	.....	Built 1832, at Nantucket.
do	Aug. 29	Feb. 7, 1842	1,660	.....	.....
do	Aug. 26	Apr. 27, 1842	1,370	91	.....	David O. Bearse, 2d mate, died Sept. 13, 1841.
do	Sept. 9	Sept. 13, 1842	1,678	512	.....	Built 1838, at Rochester.
do	July 19	Apr. 2, 1842	1,387	.....	.....
Atlantic .....	.....	Nov. 14, 1838	Clean	.....	.....
Pacific Ocean ..	Nov. 15	July 18, 1842	1,840	.....	.....
Shoals .....	.....	.....	.....	.....	.....	Made several voyages; took 60 bbls. hump-back.
Pacific Ocean ..	Dec. 12	Nov. 10, 1842	1,542	.....	.....
do	Oct. 19	Dec. 29, 1841	1,522	52	.....
do	June 27	Oct. 21, 1841	2,504	.....	.....	Built 1838, at Rochester.
New Zealand ..	May 12	May 12, 1841	3,100	.....	.....
Pacific Ocean ..	May 30	.....	.....	.....	.....	Sent home 901 sperm; lost at Talcahuano August 19, 1841.
New Zealand ..	Aug. 8	Sept. 20, 1840	700	2,200	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1838.				
<i>Stonington, Conn.</i>				
George	Ship	251	— Brewster	Charles P. Williams ..
Mercury	do	307	— Smith	C. T. Stanton
Thomas Williams	do	340	— Hall	C. P. Williams
<i>Wareham, Mass.</i>				
Pleiades	Bark	261	— Allen	M. S. F. Tobey
<i>Holmes's Hole, Mass.</i>				
Pocahontas	Ship	341	— Dillingham	Thomas Bradley
William and Joseph	Brig		— Cleveland	
<i>Provincetown, Mass.</i>				
Imogene	Brig		— Smalley	James Smalley
<i>Fall River, Mass.</i>				
Ann Maria	Brig	196	— Snell	J. S. Barnard
Taunton	do	105	— Cummings	William Coggeshall ..
William	do	107	— Cudworth	J. S. Barnard
<i>Lynn, Mass.</i>				
Com. Preble	Ship	322	— Eldridge	Andrew Breed
Louisa	do	383	— Wooley	Hezekiah Chase & Co..
Ninus	do	260	— Ludlow	Isaiah Breed
<i>Falmouth, Mass.</i>				
Brunette	Bark	200	— Pool	Elijah Swift
Geo. Washington	Brig	180	— Whitehouse	Sanford Herendeen ..
Popmunnnett	Bark	200	— Nickerson	John Robinson
<i>New London, Conn.</i>				
Armata	Ship	414	— Peabody	Abner Bassett
Bingham	do	375	— Barnum	Benjamin Brown
Com. Perry	do	270	— Hobron	C. Chew & Co.
Columbia	do	405	— Smith	Havens & Smith
Candace	do	310	— Reed	do
Chelsea	do	390	— Smith	do
Electra	do	347	— Lax	William Williams, jr.
Georgia	do	343	— Hall	Thomas W. Williams ..
Gen. Williams	do	446	— Holdridge	Williams & Barnes
Hand	Schooner	86	— Randall	Havens & Smith
Indian Chief	Ship	401	— Skinner	Frink, Chew & Co.
John and Elizabeth	do	296	— Halsey	Havens & Smith
John and Edward	do	318	— Bailey	N. & W. W. Billings ..
Julius Caesar	do	347	— McLean	do
McDonough	Schooner	125	— Lawton	Benjamin Brown
Phenix	Ship			
Superior	do			
<i>Sag Harbor, N. Y.</i>				
Ann	Ship	299	— Bishop	Marcus B. Osborn
American	do	285	— Jennings	S. & B. Hunting & Co..
Acata	do	226	— Smith	Mulford & Sleigh
Camillus	do	345	— Rogers	Charles T. Dering
Concordia	Bark	265	— Woodward	Thomas Brown
Columbian	Ship	285	— Pierson	Luther D. Cook
Cadmus	do	307	— Babcock	Mulford & Sleigh
France	do	411	— Howell	N. & G. Howell
Fanny	do	391	— Payne	do
Gem	do	326	— Ludlow	Hunting Cooper
Henry	do	337	— Sweeney	S. L. Hommedlen
Hannibal	do	311	— Bennett	S. & B. Hunting & Co..
Hamilton	do	325	— Jones	C. T. Dering
Marcus	do	283	— Glover	S. & N. Howell
Monmouth	do	273	— Smith	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean..	Oct. 24	Feb. 28, 1841	900	1,200	.....	Sold 600 whale at Pernambuco.
....do	Nov. 1	Sept. 6, 1840	600	2,000	.....
South Atlantic	May 19	June 27, 1840	600	2,450	.....
South Atlantic.	Oct. 2	June 18, 1840	303	1,420	.....
Indian Ocean..	June 16	.....	.....	.....	.....
Atlantic .....	.....	Sept. 22, 1838	60	.....	.....
Bay of Mexico.	Jan. 10	July 24, 1838	400	200	.....
South Atlantic.	Aug. 20	Oct. 24, 1839	250	.....	.....	Sailed again October 30, 1838; arrived August 19, 1839.
Atlantic	Mar. 23	Aug. 30, 1838	65	.....	.....
....do	June 25	Dec. 19, 1838	400	.....	.....
Indian Ocean..	July 14	May 26, 1840	380	1,900	.....	Condemned at Mauritius December, 1839; had 1,100 whale.
....do	July 11	.....	.....	.....	.....
....do	July 14	Aug. 7, 1840	.....	1,650	10,000	
Atlanti	July 12	Dec. 11, 1839	400	.....	.....
....do	June 20	Mar. 6, 1840	200	.....	.....
....do .....	.....	—, 1838	200	.....	.....
South Atlantic.	July 6	Mar. 31, 1840	200	1,900	.....	Sold to Mystic.
....do	June 18	May 13, 1839	80	1,720	.....
....do	June 1	—, 1839	470	530	.....
....do	July 25	May 1, 1839	.....	3,700	.....
....do	May 22	Feb. 14, 1839	300	1,900	.....
....do	June 26	Oct. 10, 1839	30	2,800	.....
....do	July 6	Apr. 10, 1840	100	1,800	.....
....do	Oct. 28	July 1, 1839	.....	90	.....
Falk. Islands ..	Nov. 28	Oct. 14, 1840	400	2,300	.....	Had schooner Amazon for tender; crew mutinied. Had Brig Magellan, Lax, for tender.
Indian Ocean..	July 28	May 23, 1840	.....	300	7,000	
....do	Oct. 1	Apr. 5, 1841	150	2,600	.....
South Atlantic.	July 6	May 14, 1840	650	800	.....
....do	Nov. 28	Jan. 11, 1840	100	2,300	.....
....do	Nov. 14	—, 1839	.....	.....	.....
Indian Ocean..	Aug. 1	.....	.....	.....	.....
Pacific Ocean..	Nov. —	Feb. —, 1841	1,900	600	.....
South Atlantic.	Oct. —	July —, 1840	120	2,820	.....
South Atlantic	July 11	May 9, 1839	30	970	.....
....do	May 28	July 10, 1840	400	1,100	.....
....do	July 6	Aug. 31, 1840	200	1,700	.....
....do	Aug. 1	June 13, 1839	.....	1,600	.....
....do	July 11	Oct. —, 1840	300	1,800	.....
....do	June 14	May 13, 1839	.....	300	.....
....do	June 14	May 13, 1839	.....	500	.....
....do	July 16	Aug. 17, 1841	700	3,300	26,730	
....do	July —	May 9, 1839	.....	1,000	.....
....do	July 11	July 30, 1839	600	1,000	.....
....do	June 23	May 22, 1839	.....	900	.....
....do	July 28	July 8, 1840	100	1,550	.....
....do	Aug. 9	May 7, 1840	180	2,200	.....
....do	June 9	Apr. 30, 1839	50	1,100	.....
....do	July 17	May 24, 1839	75	823	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1838.				
<i>Sag Harbor, N. Y.—Continued.</i>				
Nimrod	Ship	230	— Parker	C. T. Dering & Co.
Ontario	do	368	— Green	S. & B. Hunting & Co. .
Phenix	do	314	— Topping	L. D. Cook
Panama	do	464	Thomas E. Crowell ..	N. & G. Howell
Thorn	do	399	— Tuttle	Mulford & Sleight
Washington	do	340	— Sayer	Josiah Douglass
Xenophon	do	384	— Halsey	Mulford & Sleight
<i>Westport, Mass.</i>				
Dr. Franklin	Bark	171	— Francis	Job Davis
Elizabeth	Brig	107	— Sowle	Abner B. Coffin
Juno	do	165	— Sowle	Abner B. Gifford
Mexico	do	130	— Macomber	Gideon Davis
President	Bark	187	— Sowle	Andrew Hicks
<i>Mystic, Conn.</i>				
Aeronaut	Ship	285	— Mallory	Charles Mallory
Gov. Endicott	do	286	— Holmes	J. & W. P. Randall
Meteor	do	325	— Lester	do
Tamploo	Brig	89	— Bailey	C. Mallory
Uxor	do	96	— McKinstry	do
<i>Bridgeport, Conn.</i>				
Hamilton	Ship	359	— Brown	Samuel F. Hurd
Harvest	Bark .....	...	— Godbee	do
<i>East Haddam, Conn.</i>				
Bruce	Bark	144	— Bradford	do
<i>Dartmouth, Mass.</i>				
Grand Turk	Ship	394	— Dexter	James Rider
South Carolina	do	302	— Bailey	do
Wade	Bark	261	— Swift	do
<i>Wilmington, Del.</i>				
North America	Ship	270	— Simmons	William Wheeler
<i>Greenport, N. Y.</i>				
Delta	Ship	314	— Griffin	H. & N. Corwin
Roanoke	do	251	— Case	Wiggins & Parsons
Seraph	Brig	174	— Barns	Samuel Lameon
Washington	Ship	236	— Wilbur	James Tuthill
<i>Hudson, N. Y.</i>				
Edward	Ship	274	— Daggett	Seth G. Macy
Huron	do	290	— Barrett	Robert A. Barnard
Martha	do	369	— Whelden	Alexander Jenkins
<i>New York, N. Y.</i>				
Elizabeth	Brig .....	...	— Nash	S. E. Burrows
Shibboleth	Bark	219	— Smith	do
<i>Providence, R. I.</i>				
Envoy	Ship	392	— Pease	Amherst & Everett
<i>Salem, Mass.</i>				
Eliza	Bark	362	— Radcliffe	James W. Cheever
Emerald	Ship	271	— Dexter	S. C. Phillips
Mt. Wollaston	do	323	— Jewett	John B. Osgood
Statesman	Bark	256	— Coffin	do

sailing from American ports—Continued

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic	July 11	May 9, 1839	.....	1,400	.....
....do	July —	July 18, 1839	.....	.....	.....
....do	July 25	May 8, 1840	120	2,360	.....	Captain Topping left the ship and came home sick.
....do	June 19	Apr. 11, 1841	400	3,300	22,000	
Pacific Ocean	Oct. 18	.....	.....	.....	.....	Condemned at Bay of Islands, July, 1840; had 50 sperm, 1,800 whale.
South Atlantic	July 26	Apr. 24, 1839	58	350	.....
....do	July 26	July 10, 1840	240	2,710	.....
Atlantic	Sept. 5	May 13, 1839	401	.....	.....
....do	Aug. 28	May 27, 1839	219	.....	.....
....do	Aug. 24	June 24, 1839	433	.....	.....
....do	June —	June 12, 1839	360	.....	.....
....do	Aug. 26	Sept. 12, 1839	383	.....	.....
South Seas	June 18	Mar. 31, 1840	80	2,200	.....
....do	July 11	Sept. 5, 1839	.....	1,300	.....	Had for tender schooner Plutarch, 81 tons Captain Stevens.
....do	June 1	—, 1839	150	1,800	.....
Crozettes	June —	Apr. 8, 1839	.....	100	.....	Elephant-oil.
South Atlantic	May 15	Mar. 9, 1839	.....	300	.....	Do.
South Atlantic	July 6	May 30, 1839	.....	1,350	.....
....do	July 28	June 6, 1840	140	1,860	.....
Atlantic	Sept. 13	Sept. 20, 1838	.....	.....	.....	Put into Newport badly damaged by a gale; sold to Fairhaven 1839.
Indian Ocean	July 11	Dec. 10, 1839	130	2,470	.....
Pacific Ocean	Dec. 15	Apr. 15, 1842	1,150	800	.....
South Seas	Apr. 18	May 7, 1840	708	1,280	.....
South Atlantic	June 1	Aug. 6, 1839	.....	2,400	.....	Sailed for the Indian Ocean December 6, 1839, and was lost at Geographé Bay, July 6, 1840.
South Atlantic	July —	—, 1839	.....	.....	.....
....do	July —	May 4, 1839	200	1,250	.....
....do	July —	Feb. 26, 1839	190	720	.....
....do	July —	May 2, 1839	200	1,000	.....
South Atlantic	July 10	Sept. 1, 1840	200	1,300	.....
....do	Sept. 26	May 28, 1840	.....	900	.....
Indian Ocean	.....	Apr. 23, 1839	150	1,150	13,000	Sold to Sag Harbor.
Falk. Islands	Feb. 14	Aug. 18, 1839	.....	1,450	.....
South Atlantic	Jan. 26	.....	.....	.....	.....	Sold at Rio Janeiro.
Pacific Ocean	June 18	Mar. 12, 1841	1,000	2,500	.....
Indian Ocean	Nov. 21	May 9, 1841	275	1,300	.....
....do	May 24	Feb. 27, 1840	250	1,750	.....
....do	June 2	Apr. 17, 1840	600	1,100	
New Zealand	Oct. 26	Mar. 9, 1842	1,800	Sold 100 sperm at Hobart Town.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1838.				
<i>Portland, Me.</i>				
Solence	Ship	388	Whippey	Caleb Adams
<i>Wiscasset, Me.</i>				
Wiscasset	Ship	380	S. B. Horton	John Brooks
<i>Newport, R. I.</i>				
Erie	Ship	375	A. W. Dennis	Samuel Whiteborne
Margaret	do	375	T. Wimpenny	John Stevens & Co.
Mechanic	do	335	Spencer Pratt	Thomas Bush
Pocahontas	Brig	.....	William Barker	Samuel Barker
Sailor's Return	Schooner	.....	Smiley	N. S. Ruggles
<i>Bristol, R. I.</i>				
America	Bark	257	Simmons	Robert Rogers
America	Ship	.....	.....	.....
Gov. Hopkins	Brig	111	Simmons	William R. Taylor
Troy	do	156	King	Thomas Church
<i>Warren, R. I.</i>				
Brilliant	Brig	.....	Smith .....	.....
Charlot	Ship	355	Littlefield	N. M. Wheaton & Co. ...
Crawford	Brig	121	Luther	J. & D. K. Luther
Franklin	Bark	219	Barton	do
Galen	Ship	365	Borden	Driscoll & Child
Philip Tabb	do	405	Jonney	do
William Baker	do	294	Sanford	do
<i>Poughkeepsie, N. Y.</i>				
Elbe	Ship	333	Charles Waterman	David S. Shearman
Vermont	do	292	Kendrick	do
<i>Plymouth, Mass.</i>				
James Munroe	Brig	115	Randall	Northam & Fearing
<i>New Suffolk, N. Y.</i>				
Noble	Bark	274	Sayer	Ira B. Tuthill
<i>Portsmouth, N. H.</i>				
Ann Parry	Ship	345	Younge	James Kennard
1839.				
<i>New Bedford, Mass.</i>				
Abigail	Ship	310	James V. Cox	C. W. Morgan
Alexander Barclay	do	465	Norton	J. A. Parker & Son
Benjamin Tucker	do	347	Worth	Charles R. Tucker
Brandt	do	310	Hesekiah Adams	N. Leonard & Co.
Brighton	do	354	Sherman	William T. Russell
Cambria	do	368	Ray	James Arnold
Chili	do	291	D. B. Delano	N. Leonard & Co.
Coral	do	376	James H. Shearman	Gideon Allen
Corinthian	do	401	Paddock	George Howland
Condor	do	348	Harding	C. W. Morgan
Copia	do	317	John Worth	Lemuel Kollock
Cora	Bark	222	Shearman	I. H. Bartlett
Charleston Packet	Brig	184	Tripp	Crane & French
Delight	do	102	West	Jona. Mosher
Draper	Ship	291	Howland	Jos. Dunbar & Co.
Deedemonia	Bark	295	Phinney	T. & A. R. Nye
Emerald	Ship	350	Merchant	Biddell & Dix

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	Sept. 8	June 4, 1841	Bbls. 300	Bbls. 2,800	Lbs.	
Pacific Ocean ..	Jan. 27	July 22, 1841	900	1,200	.....	Sold 600 whale at Bahia; sold to Sag Harbor.
South Atlantic.	May 20	.....	.....	.....	.....	Lost at Chatham Island, 1841; oil saved, (1,100 whale.)
Pacific Ocean ..	June 13	Oct. 17, 1840	1,600	200	.....
do ..	July 21	Jan. 4, 1842	2,400	.....	.....
North Atlantic.	.....	July 10, 1840	80	18	.....
.....	Aug. —	.....	.....	.....	.....	Lost October 11, 1838, on Cape Saint Roque.
South Atlantic.	Aug. 26	Apr. 26, 1840	75	1,225	.....
Indian Ocean ..	Jan. —	June —, 1840	1,300	.....	.....
Atlantic ..	July 14	July 1, 1839	60	.....	.....
do ..	Apr. 6	July 2, 1839	680	.....	.....
New Zealand ..	Oct. 16	.....	.....	.....	.....	Lost in Poverty Bay, New Zealand.
do ..	Dec. 6	Oct. 12, 1840	180	1,920	.....
Atlantic ..	Apr. 4	Dec. 11, 1839	350	.....	.....	Sailed first, March 10; struck by lightning; returned the second time in July, damaged in a gale.
Indian Ocean ..	July 24	Aug. 7, 1840	750	250	.....
Pacific Ocean ..	Oct. 5	June 24, 1842	1,700	.....	.....
do ..	July 10	Apr. 14, 1840	200	2,450	.....
South Atlantic.	July 11	Apr. 19, 1839	180	620	.....
South Atlantic.	June —	May 20, 1840	850	1,850	.....
do ..	Dec. 5	Oct. 12, 1840	450	2,100	.....
Atlantic ..	Dec. 2	Dec. 20, 1839	313	.....	.....
South Atlantic.	.....	May 9, 1839	195	450	.....
Indian Ocean ..	Aug. 3	June 1, 1842	472	2,030	15,000	
Pacific Ocean ..	Apr. 2	Apr. 6, 1843	1,640	.....	.....	Returned July 6, 1839, leaky, having landed 60 sperm at Western Islands. Sailed again July 28.
New Zealand ..	Oct. 8	Sept. 27, 1841	.....	4,500	.....	Unloaded at Bremen.
Pacific Ocean ..	Nov. 16	Sept. —, 1843	2,035	35	.....
do ..	Dec. 20	Feb. 12, 1843	500	110	800	
Indian Ocean ..	May 18	Nov. 24, 1841	1,260	1,144	.....
New Zealand ..	May 4	Oct. 1, 1842	2,021	.....	.....
Pacific Ocean ..	Oct. 14	Apr. 21, 1843	2,000	.....	.....
do ..	June 15	Sept. 11, 1842	3,118	.....	.....
do ..	Aug. 11	Aug. 7, 1843	2,600	100	.....
Indian Ocean ..	July 11	June 27, 1841	910	1,764	.....
New Zealand ..	Oct. 9	July 17, 1840	500	.....	.....
do ..	May 10	May 12, 1841	351	1,514	.....
Atlantic ..	July 12	June 14, 1840	122	8	.....
do ..	June 12	May 26, 1840	281	.....	.....
Indian Ocean ..	Aug. 13	Jan. 23, 1842	782	1,304	.....
Pacific Ocean ..	Oct. 7	May —, 1843	800	400	2,400	
do ..	Dec. 25	May —, 1843	1,740	Returned in consequence of a mutiny.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
<i>New Bedford, Mass.—Continued.</i>				
Emma	Bark	246	— Davis	Lawrence Grinnell
Equator	do	263	— Fisher	John A. Standish
Frs. Henrietta	Ship	407	William H. Reynard	C. W. Morgan
Frances	do	348	Stephen C. Christian	James Arnold
Franklin	Bark	218	William E. Butte	John A. Parker & Son
Franklin	Ship	333	— Howland	Abm. H. Howland
Golconda	do	331	Edward Howland, 2d	George Howland
George	do	273	— Lake	J. A. Parker & Son
George Porter	do	285	— Luce	Riddell & Dtx.
Good Return	do	376	— Taber	Henry Taber
Gen. Pike	do	313	— Little	Oliver Crocker
Golconda, 2d	do	359	— Smith	William H. Stowell
Hope	do	295	— Robinson	William T. Russell
Hope, 2d	Bark	186	— Davis	E. Dunbar & Co.
Hercules	Ship	335	H. H. Ricketson	Jireh Perry
Hydaspe	do	313	— Hathaway	Randall & Haskell
Huntress	do	391	— Hull	Alfred Gibbs & Co.
Honqua	do	339	— West	Alexander Gibbs
Iris	do	311	Gideon B. Spooner	Edward C. Jones
Isaac Howland	do	399	— Swain	I. Howland, jr., & Co.
Julian	do	356	— Hawes	Hathaway & Luce
Java	do	295	— Holt	George Howland
John Howland	do	377	— Whitfield	J. & J. Howland
John Adams	do	268	— Baker	Jireh Perry
James	do	278	— Taber	T. & A. K. Nye
Jasper	Bark	223	— Sanford	Alexander Gibbs
Juno	Brig	123	— Pease	A. H. Seabury & Bro.
Lucas	Ship	281	— Severance	Tobey & Ricketson
Laurel	Brig	119	— Smith	I. H. Bartlett
Messenger	Ship	277	— Kendrick	J. R. Thornton
Mary	do	287	— Hiram Nickerson	I. Howland, jr., & Co.
Minerva	do	408	— Moses Samson	William Gifford
Mayflower	do	350	— Henry Colt	Randall & Haskell
Milton	do	38	— Robert Tuckerman	Henry Taber & Co.
Minerva	Bark	193	— Warren Howland	Charles R. Tucker
Montpeller	Ship	320	— Cary	Walter Spooner
Nye	do	211	— Ezra Smith	T. & A. R. Nye
Octavia	do	257	— Manchester	Gideon Allen
Phenix	do	423	— Squire Sanford	J. A. Parker
Pacific, 2d	do	332	— Collins	Andrew Robeson
Parker	do	406	— Prince Sherman	J. A. Parker & Son
Pioneer	Bark	231	— Hillman	C. W. Morgan
Phocion	Ship	265	— Smith	Palmer & Coggeshall
Roman	do	375	— Smith	Edward C. Jones
Rajah	Bark	250	— West	Isaiah Burgess
Roscoe	do	235	George H. Clark	Jona. Bourne, jr.
Stephanie	Ship	315	Warren N. Bourne	Richard A. Palmer
Selma	do	269	— Wilcox	A. H. Seabury & Bro.
St. George	do	408	— Fisher	George O. Crocker & Co.
St. Peter	do	267	William H. Mosher	Bryant & Perry
Timoleon	do	346	— Baylies	J. Dunbar & Co.
William and Eliza	do	321	Samuel F. Rogers	James Arnold
William Thompson	do	495	— Doane	Jireh Perry
William Botch	do	290	Rudolphus Toby	John Coggeshall
Winslow	do	263	— Grinnell	S. Rodman, jr.
Zoroaster	Brig	159	— King	A. H. Seabury
Zephyr	Ship	361	— Abraham Gardner	Alexander Gibbs
<i>Fairhaven, Mass.</i>				
Ansell Gibbs	Ship	319	— West	Gibbs & Jenney
Amazon	do	312	— Smith	Nathan Church
Bruce	Bark	148	— Reynolds	M. O. Bradford
Columbus	Ship	382	— Fish	Gibbs & Jenney

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Aug. 18	Oct. 18, 1840	334	.....	.....
Pacific Ocean ..	Nov. 2	Apr. —, 1840	871	.....	.....
....do	Aug. 4	Feb. 16, 1843	1,700	1,490	11,500	
....do	Dec. 22	Aug. 2, 1843	1,771	15	.....
....do	July 9	May 13, 1843	779	.....	.....
New Zealand ..	Apr. 16	Feb. 28, 1841	427	1,860	.....
Pacific Ocean ..	Dec. 5	June 17, 1843	1,285	.....	.....
....do	Dec. 26	May 2, 1843	1,387	.....	.....	First mate, Samuel Waggoner, died November, 1841.
....do	Nov. 8	July 3, 1843	1,404	.....	.....
New Zealand ..	May 30	Aug. 16, 1841	215	3,130	.....
....do	May 4	Mar. 1, 1841	653	2,156	.....
....do	May 4	Apr. 9, 1841	180	3,120	.....	Bought from Bristol.
Indian Ocean ..	July 11	May 28, 1841	800	1,300	.....
Atlantic	July 11	Nov. 29, 1840	910	16	.....
New Zealand ..	Aug. 14	Dec. 15, 1841	805	1,813	8,400	
South Atlantic ..	Mar. 24	Sept. 18, 1840	444	.....	.....
Indian Ocean ..	Oct. 25	June 26, 1841	551	2,604	.....
....do	July 8	Apr. 6, 1841	689	2,293	.....
Pacific Ocean ..	Aug. 15	May 27, 1843	1,595	55	.....
....do	May 30	Apr. 23, 1843	2,481	19	.....
Indian Ocean ..	Sept. 28	Oct. 21, 1841	635	2,295	.....
New Zealand ..	May 31	Mar. 28, 1841	330	2,178	.....
Pacific Ocean ..	Oct. 31	May 7, 1843	2,761	.....	.....
New Zealand ..	June 2	Apr. 27, 1841	1,221	603	.....
....do	May 15	Apr. 21, 1841	339	1,602	.....
New Holland ..	June 17	June 3, 1840	191	1,123	.....
Atlantic	June 22	June 24, 1840	40	20	.....
New Zealand ..	Sept. 17	Apr. 15, 1842	250	1,550	16,000	
Atlantic	Aug. 3	Aug. 31, 1840	215	10	.....
South Atlantic ..	Sept. 17	May 1, 1841	425	65	.....
Indian Ocean ..	Dec. 24	Apr. 5, 1843	530	1,840	18,000	Captain, mate, and four men died on voyage.
....do	Oct. —	Sept. 10, 1843	150	1,050	.....
New Zealand ..	July 10	May 23, 1841	265	1,460	.....
Pacific Ocean ..	Dec. 11	Mar. 26, 1842	804	1,740	.....
Atlantic	May 11	May 5, 1840	607	2	.....
New Zealand ..	Sept. 21	Oct. 19, 1841	750	1,550	.....
Pacific Ocean ..	Dec. 18	May 14, 1844	30	983	.....
South Atlantic ..	May 30	May 28, 1841	49	2,126	.....
Pacific Ocean ..	Apr. 29	May 29, 1842	3,039	31	.....
....do	Nov. 3	May 31, 1842	897	934	.....
....do	Aug. 26	.....	.....	.....	.....	Captain Sherman's boat was stove by a whale and he was drowned, 1841. Ship lost on Ocean Island September 24, 1842; mate, H. Kelly, and three men lost. Had 2,000 sperm and 1,000 whale; all lost.
Indian Ocean ..	June 6	May 26, 1842	491	897	8,000	
South Atlantic ..	June 13	June 27, 1841	295	1,303	.....	Returned August 10, 1839, leaky. Sailed again September 8, Collins, master.
and Ind.	July 2	Dec. 22, 1842	2,702	.....	.....
Pacific Ocean ..	June 8	May 25, 1841	502	1,672	.....
Indian Ocean ..	Sept. 6	Mar. 28, 1842	426	830	7,500	
....do	July 18	Oct. 9, 1841	916	1,390	.....
New Zealand ..	June 4	Apr. 19, 1841	196	1,376	.....
Pacific Ocean ..	Sept. 3	Mar. 31, 1843	2,392	.....	.....
Indian Ocean ..	May 19	May 27, 1842	341	1,634	.....
Pacific Ocean ..	Dec. 17	July 29, 1843	1,902	.....	.....	Marshall B. Caldwell, third mate, died November, 1842.
....do	Oct. 21	June 24, 1844	800	682	31,643	Shipped home about 2,300 whale.
....do	Apr. 21	Feb. 25, 1842	1,685	2,060	.....
....do	June 30	Nov. 27, 1842	1,185	.....	.....
Indian Ocean ..	July 14	May 5, 1840	420	3	.....
Atlantic	Oct. 10	Oct. 28, 1840	378	6	.....
Pacific Ocean ..	June 29	Mar. 19, 1843	2,200	.....	.....
Pacific Ocean ..	Sept. 17	Sept. 10, 1842	2,530	.....	.....
Indian Ocean ..	June 10	May 28, 1841	343	1,876	.....
Atlantic	Apr. 7	Aug. 6, 1840	302	16	Bought from East Haddam, 1839.
New Zealand ..	May 7	June 9, 1841	900	2,600	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
<i>Fairhaven, Mass.—Continued.</i>				
Draco	Bark	257	Ray	A. D. Stoddard
Friendship	Ship	366	Taber	Gibbs & Jenney
Gen. Scott	do	333	Fosdick	L. C. Tripp
Heroine	do	337	Smith	Nathan Church
Harvest	Bark	314	Fisher	Jabes Delano, jr.
Jasper	Ship	360	Leavitt	Atkins Adams
Leonidas	do	243	Stewart	Jenney & Tripp
London Packet	do	335	Moses Howland	Gibbs & Jenney
Lagrange	Bark	280	Taber	Atkins Adams
Marcia	Ship	315	Edward P. Mosher	E. Savin
Sarah Francis	do	301	Daggett	do
<i>Rochester, Mass.</i>				
Chase	Brig	153	Mayhew	G. Barstow & Son
Lagrange	do	170	Riddell	Elijah Willis
Mattapoisett	do	150	Southworth	Jos. Meigs
Orion	do	99	Snow	Elijah Willis
Pearl	do	157	Purrrington	J. S. Bates
Richard Henry	Bark	173	Ellis	G. Barstow & Son
Shylock	Ship	278	Taber	S. C. Luce
Sarah	Brig	171	Purrrington	G. Barstow & Son
Solon	do	129	Wing	Noble E. Bates
Two Sisters	do	122	Hammond	do
Volant	Bark	210	Hammond	J. S. Bates
Willis	Brig	164	Boodry	R. L. Barstow
<i>Nantucket, Mass.</i>				
Atlantic	Ship	391	George C. Hoeg	Daniel Jones
Baltic	do	410	John J. Gardner	John H. Shaw
Barclay	do	301	Reuben Barney	Griffin Barney
Catharine	do	384	John Brown	Chris. Wyer
Comet	Schooner .....	...	Coffin .....	...
Columbus	Ship	344	William B. Gardner	R. Mitchell & Sons
Constitution	do	315	Obed Ramsdell	C. G. & H. Coffin
Congress	do	339	John Pitman	Philip H. Folger
Dromo	Brig .....	...	Lawrence .....	...
Henry Clay	Ship	385	Benjamin C. Sayer	Chris. Wyer
Montano	do	365	Reuben Chase	Barker & Athearn
Mary	do	369	Thomas Coffin, 2d.	Daniel Jones
Mount Vernon	do	384	Lewis B. Imbert	J. H. Shaw
Orbit	do	351	Isaac Gardner	P. H. Folger
Ploughboy	do	391	Moses Brown	Val. Hussey & Bro.
Primrose	Schooner	90	Carr .....	...
Peru	Ship	257	Joshua Coffin	David Joy
Richard Mitchell	do	385	William H. Gardner	R. Mitchell & Sons
Sarah	do	495	William Upham	George B. Elkins
Spartan	do	333	David U. Coffin	Daniel Jones
Statira	do	346	Barzillai T. Folger	Samuel B. Tuck
Tyleston	Schooner	111	Swain	David Thain
Telescope	do	70	Manter	Fred. A. Chase
Zone	Ship	365	Edwin Hiller	James Athearn

* The "camels" were practically a floating dock, with a very light draught, propelled by steam. They with water. The vessel to be transported over the "bar" was received within the suitably-formed together, the water pumped out, and the loaded ship carried into or out of the harbor, as was desired. the south beach of the harbor, until time and the elements left nothing to show that it had ever

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	Aug. 28	June 12, 1843	Bbls. 1,000	Bbls. 2,152	Lbs.	Sold to New Bedford, 1843.
Indian Ocean ..	June 29	Nov. 3, 1841	519	2,152	.....
Pacific Ocean ..	May 22	June 18, 1843	910	.....	.....
New Zealand ..	June 25	Feb. 14, 1841	93	2,463	.....	Bought from Newport.
do ..	June 23	July 2, 1841	811	1,330	.....	Condemned at Talcahuano May, 1841.
do ..	Sept. 17	.....	.....	.....	.....	Bought from Newburyport.
do ..	Nov. 21	Nov. 8, 1842	1,530	157	.....
Indian Ocean ..	Nov. 16	July 4, 1843	1,850	.....	.....
do ..	July 31	Mar. 23, 1841	290	1,845	.....
New Zealand ..	Aug. 4	—, 1841	.....	.....	.....
Pacific Ocean ..	Dec. 13	Oct. 18, 1843	1,613	.....	.....
Atlantic ..	Aug. 21	Oct. 23, 1840	430	.....	.....	Abandoned at sea, 1841.
do ..	June 30	June 21, 1840	52	.....	.....
do ..	July 14	Dec. 14, 1840	300	.....	.....
do ..	June 23	.....	.....	.....	.....	Lost at Porto Rico, March 22, 1840.
do ..	July 4	June 24, 1840	130	30	.....	Captain Ellis was killed by a whale July 24, 1840.
do ..	Aug. 17	Aug. 18, 1840	300	.....	.....	Lost at Feejee Islands, 1840.
New Zealand ..	May 26	.....	.....	.....	.....
Atlantic ..	July 7	July 13, 1840	500	.....	.....
do ..	May 17	June 2, 1840	200	.....	.....
do ..	July 30	Mar. 27, 1840	500	.....	.....	Bought from Boston 1839.
South Atlantic	Oct. 18	.....	120	200	.....	Condemned at St. Helena February, 1841.
Atlantic ..	June 16	Aug. 28, 1840	475	.....	.....
Pacific Ocean ..	May 12	May 11, 1843	1,255	95	.....
do ..	Aug. 17	Apr. 6, 1843	2,007	323	.....	Sold to Fairhaven, 1843.
do ..	Dec. 10	Aug. 12, 1843	818	2	.....
do ..	May 8	June 23, 1843	650	270	.....	Captain Brown died in his boat, fast to a whale. Sold to New London.
Atlantic ..	Aug. 3	Aug. 29, 1839	Clean	.....	.....
Pacific Ocean ..	May 25	Apr. 28, 1843	1,180	.....	.....	Sold to New Bedford.
do ..	July 21	May 31, 1842	2,167	90	.....	Reported lost in 1839 with 200 sperm; condemned, 1840.
do ..	Aug. 27	June 18, 1843	1,298	50	.....	Built 1839, at Rochester.
Atlantic ..	.....	Dec. 29, 1839	.....	.....	.....
Pacific Ocean ..	Dec. 17	Feb. 27, 1844	1,946	5	.....
do ..	July 20	July 7, 1841	236	2,156	.....	Second mate, Thomas M. Gardner, lost April, 1843.
do ..	Sept. 10	July 14, 1843	1,443	.....	.....
do ..	Oct. 31	June 23, 1844	2,877	.....	.....	Lost near Payta; had 1,200 sperm; saved 600 sperm, and sold it for \$3,900.
do ..	Aug. 10	.....	.....	.....	.....	Sold to New Bedford 1843.
do ..	June 27	May 15, 1843	747	700	.....
Atlantic ..	Apr. 17	June 4, 1840	200	25	.....
Pacific Ocean ..	July 11	Oct. 13, 1842	1,340	.....	.....	The first ship brought over the bar by the "camela." Bells were rung, guns fired, and a great concourse of citizens greeted her arrival.
do ..	July 17	May 11, 1843	1,078	.....	.....
do ..	July 14	July 15, 1843	2,046	.....	.....	The Sarah arrived at New York and sailed from there in 1843.
do ..	Oct. 17	Mar. 23, 1843	1,903	.....	.....
do ..	Nov. 10	May 29, 1843	2,703	.....	.....	Sold to New Bedford 1843.
Atlantic ..	May 9	June 7, 1839	.....	18	.....	Tytleston built at Nobleborough, Me., 1836; sailed again July 24, 1839; arrived June 10, 1840, with 200 sperm.
do ..	June 6	Sept. 4, 1839	.....	100	.....	Telescope sailed again December 10, 1839; arrived June 17, 1840, with 90 whale.
Pacific Ocean ..	May 19	May 8, 1843	2,061	.....	.....

were made in two sections, which opened and were sunk by means of chambers which were flooded space of this dock, and securely fastened to prevent any strain on her hull. The sections were brought The timbers of this structure that at one time promised so much for Nantucket lay for some years on existed.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
<i>Edgartown, Mass.</i>				
Athalia	Ship	162	— Sprague	Joseph Mayhew
Almira	do	362	— Tobey	Abraham Osborne
George and Mary	do	356	— Coffin	do
Splendid	do	392	— Coffin	do
<i>Plymouth, Mass.</i>				
Triton	Ship	315	— Russell	James Bartlett
<i>Fall River, Mass.</i>				
Gold Hunter	Ship	281	— Estes	Nathan Durfee
Ganges	do	380	— Wood	John Eddy
Pantheon	Bark	284	— Pell	do
Panama	Ship	253	— Cummings	J. S. Barnard
William	Brig	107	— Sanford	Hiram Bliss
<i>Salem, Mass.</i>				
Malay	Bark	268	— Barnard	S. C. Phillips
Palestine	do	249	— Crimblish	Nathaniel Weston
Reaper	do	230	— Neal	John B. Osgood
Samuel Wright	Ship	372	— Coffin	do
Sapphire	do	366	— Cartwright	S. C. Phillips
<i>Warren, R. I.</i>				
Canova	Ship	343	— Saunders	Child & Mauran
Magnet	do	355	— Champlin	Joseph Smith
Miles	do	242	— Downes	John R. Wheaton
North America	do	282	— Mosher	Driscoll & Child
Rosalie	do	323	— Eddy	Joseph Smith, jr., & Co
Triton	do	345	— Bowen	S. P. Child
Wm. Baker	do	224	— Bowen	Driscoll & Child
<i>Bristol, R. I.</i>				
Corinthian	Ship	503	— Heath	William H. D'Wolf
Gov. Hopkins	do	111	— Davis	W. R. Taylor
Troy	Brig	156	— Lake	Thomas Church
<i>New London, Conn.</i>				
Ann Maria	Ship	368	— Middleton	Thomas W. Williams
Amazon	Schooner	71	— Beebe	Havens & Smith
Boston	Ship	291	— Pendleton	I. Lawrence
Connecticut	do	398	— Crocker	T. W. Williams
Com. Perry	do .....	...	...	...
Columbus	Brig	153	— Holt	Williams & Barnes
Clematis	Ship	311	— Bailly	do
Chelsea	do	396	— Smith	Havens & Smith
Flora	do	338	— Fitch	N. & W. W. Billings
Friends	do	403	— Brown	Benjamin Brown
Georgia	do	343	— Peabody	T. W. Williams
George	do	290	— Dustan	L. Allen
Jones	do	336	— Green	T. W. Williams
Jason	do	335	— Chester	E. M. Frink & Co
Julius Caesar	do	347	...	...
Mentor	do	460	— Baker	Benjamin Brown
North America	do	388	— Richards	T. W. Williams
Neptune	do	225	— Green	do
Pacific	Schooner	96	— Havens	Havens & Smith
Palladium	Ship	342	— Prentiss	E. M. Frink & Co
Stonington	do	351	— Rice	Williams & Barnes
<i>Stonington, Conn.</i>				
Acasta	Ship	330	— Swain	C. P. Williams
Corvo	do	349	— Pendleton	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic	May 8	Mar. 11, 1840	450	.....	.....
Pacific Ocean ..	Nov. 9	Jan. 1, 1843	2,200	.....	.....
.....do	Aug. 31	Apr. —, 1843	1,900	60	.....	Sold to New London.
.....do	Dec. 24	July 24, 1843	2,300	.....	.....
Pacific Ocean ..	Aug. 27	Nov. 12, 1843	2,180	.....	.....
New Zealand ..	June 5	Sept. 11, 1840	340	1,560	.....
Pacific Ocean ..	Nov. 9	.....	.....	.....	.....	Burned at Talcahuano April, 1840.
.....do	Aug. 7	July 12, 1842	1,450	1,100	.....
South Atlantic ..	Dec. 19	Sept. 11, 1841	430	190	.....	Bought from Nantucket.
Atlantic	Jan. 28	.....	.....	.....	.....	Sold 150 sperm; condemned at St. Thomas January 15, 1840.
Indian Ocean ..	July 3	Jan. 20, 1842	1,300	.....	.....
.....do	May 18	Oct. 16, 1842	1,700	.....	.....	Captain and first mate (George Coffin) died 1841; wrecked after this voyage; built 1835.
.....do	Aug. 17	Sept. 13, 1842	1,000	.....	.....
.....do	May 4	.....	.....	.....	.....	Lost on New Holland July 8, 1840.
Pacific Ocean ..	Nov. 28	Dec. 17, 1842	800	1,200	.....	Foundered at sea after this voyage; bound to Mobile.
New Zealand ..	Oct. 20	.....	.....	.....	.....	Condemned at Rio September, 1841; had 2,650 whale.
Pacific Ocean ..	Dec. 27	Mar. —, 1843	1,200	1,160	12,800	Returned in December, damaged by a gale.
Indian Ocean ..	June 1	.....	.....	.....	.....	Condemned at Mozambique September, 1841.
South Atlantic ..	July 23	June 17, 1841	700	300	.....	Lost several of the crew by scurvy.
Pacific Ocean ..	Sept. 6	Apr. 1, 1841	300	1,700	.....
.....do	Nov. 5	Nov. 2, 1841	240	2,000	.....
South Atlantic ..	July 5	May 28, 1841	450	800	.....
Indian Ocean ..	Sept. 23	May 13, 1842	300	2,400	22,000	
Atlantic	Aug. 26	Sept. 1, 1839	160	.....	.....
.....do	Nov. 12	June 22, 1840	600	.....	.....
South Atlantic ..	May 29	Mar. 5, 1841	70	2,130	.....
Indian Ocean ..	Oct. 31	.....	.....	.....	.....	Captain Beebe and boat's crew lost at the Auckland 1840; tender to the Chelsea; no report of return.
South Seas	May 22	May 22, 1840	160	1,600	.....
.....do	June 10	May 5, 1840	175	1,750	.....
Indian Ocean ..	June —	June —, 1840	500	2,000	.....
South Atlantic ..	Apr. 16	May 26, 1840	450	.....	.....
Indian Ocean ..	June 26	July 6, 1840	150	2,450	.....
South Atlantic ..	Nov. 28	Aug. 21, 1840	.....	2,700	.....	Returned once; sailed again December 10.
Patagonia	May 19	July 9, 1840	1,250	2,000	14,000	
New Zealand ..	July 22	Feb. 14, 1841	50	2,800	.....
.....do	Aug. 25	May 12, 1841	240	700	.....
South Atlantic ..	May 11	.....	.....	.....	.....	Lost on Amsterdam Island August, 1839.
Patagonia	Mar. 4	Jan. 10, 1841	.....	1,200	.....
South Pacific ..	Aug. 10	May 28, 1841	200	2,300	.....
South Atlantic ..	Sept. —	June 22, 1840	400	2,000	.....
Indian Ocean ..	Aug. 19	Mar. 28, 1841	140	3,160	.....
Pacific Ocean ..	Oct. 20	June 20, 1842	.....	.....	.....
South Seas	May 29	July 9, 1840	130	2,000	.....
.....do	Nov. 8	Feb. 4, 1841	25	550	.....
.....do	July 13	Apr. 19, 1841	600	1,000	.....
Indian Ocean ..	May 4	July 9, 1840	130	2,000	13,000	
South Seas	May 10	.....	.....	.....	.....	Foundered at sea September, 1840; crew picked up by the Java, F. H.; had 700 sperm and 1,600 whale on board.
.....do	Dec. 11	Feb. 6, 1842	300	1,700	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
<i>Stonington, Conn.—Continued.</i>				
Caledonia	Ship	446	Hancox	C. P. Williams
Henry	Brig	98	Pendleton	C. T. Stanton
Philetus	Ship	278	Brewster	E. Faxon, jr., & Co
Rebecca Groves	Brig	139	Barnum	C. P. Williams
<i>Wilmington, Del.</i>				
Jefferson	Ship	396	Baker	William Wheeler
Lucy Ann	do	309	Cox	do
Superior	do	275	Crooker	do
<i>Hudson, N. Y.</i>				
America	Ship	464	Topham	Barnard, Curtis & Co.
Alex. Mansfield	do	320	Douglass	do
Helvetia	do	333	Gardner	do
Martha	do	369	Whelden	Alexander Jenkins
<i>Sag Harbor, N. Y.</i>				
Ann	Ship	299	E. H. Curry	Marcus B. Osborn
Arabella	do	367	John Bishop, jr.	N. & G. Howell
Camillus	do	345	Howes	Charles T. Dering
Columbia	do	285	L. B. Edwards	Luther D. Cook
Cadmus	do	307	Henry Nickerson, jr.	Mulford & Sleight
Dauid Webster	do	397	Edw'd M. Baker	E. Mulford
Franklin	do	391	David Youngs	C. T. Dering
Fanny	do	391	S. W. Edwards	N. & G. Howell
Gen	do	326	Worth	Hunting Cooper
Hamilton, 2d	do	455	D. Hand	Mulford & Sleight
Hudson	do	368	Samuel Dennison	L. D. Cook
Marcus	do	283	Glover	S. & N. Howell
Monmouth	do	273	Bennett	do
Neptune	do	338	S. H. Sleight	S. & B. Hunting & Co.
Nimrod	do	280	Parker	C. T. Dering & Co.
Ontario	do	368	Green	S. & B. Hunting & Co.
Portland	do	292	William H. Payne	do
Romulus	do	233	Fordham	Mulford & Howell
Thos. Dickason	do	454	W. S. Havens	Mulford & Sleight
Thames	do	414	Jere W. Hedges	Thomas Brown
Washington	do	340	William Osborn	Josiah Douglass
<i>New Suffolk, N. Y.</i>				
Noble	Bark	274	Sayer	Ira B. Tuthill
<i>Wareham, Mass.</i>				
Inga	Brig	169	Cudworth	M. S. F. Tobey
Meridian	do	73	Ricketson	do
<i>Somerset, Mass.</i>				
Pilgrim	do	137	Collins	Wheaton Luther
<i>Bridgeport, Conn.</i>				
Atlantic	Ship	291	Rose	Samuel H. Ford
Hamilton	do	359	Brown	Samuel F. Hurd
Harvest	do			
<i>Mystic, Conn.</i>				
Bingham	Ship	375	Bailey	Charles Mallory
Blackstone	do	258	Baker	Silas Beebe
Gov. Endicott	do	293	McKinstry	J. & W. P. Randall
Meteor	do	325	Leater	do
Tamplow	Brig	99	Pendleton	C. Mallory
Uxor	do	96	Mitchell	do
<i>Greenport, N. Y.</i>				
Bayard	Ship	339		H. & N. Corwin
Delta	do	314	Payne	H. & N. Corwin
Roanoke	Bark	251	Case	Wiggins & Parsons

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Indian Ocean ..	July 6	Mar. 23, 1841	300	2,900	Elephant-oil. Do.
Atlantic	July 6	May 8, 1840	.....	300	.....
South Atlantic ..	July 10	Feb. 28, 1841	.....	1,800	.....
Indian Ocean ..	July 15	June 7, 1840	.....	650	.....
New Zealand ..	Sept. 17	Oct. 23, 1841	1,700	1,100	Bought from Baltimore, 1839.
...do	July 20	June 24, 1841	400	1,200	Captain died at Cocos Island September 4, 1841; sold to Sag Harbor.
Pacific Ocean ..	Oct. 7	Dec. 21, 1841	600	.....	.....
Pacific Ocean ..	Sept. 19	Jan. 5, 1842	1,000	2,600	Sold to Stonington, 1842.
...do	July 24	Condemned at Tahiti, August, 1840. Sent oil home; had about 75 sperm, 800 whale.
...do	Oct. 4	Apr. 26, 1842	460	2,000	Sold to New London, 1842.
Indian Ocean ..	July 30	Mar. 5, 1841	300	2,800	.....
South Seas	Aug. 25	May 12, 1841	450	1,750	14,640	Sold 1,750 whale.
...do	July 30	June 14, 1841	200	2,200	16,200	
...do	Aug. 7	July 9, 1840	200	1,450	.....
...do	July 14	Apr. 2, 1841	60	2,350	25,207	
Pacific Ocean ..	June 24	Sept. 24, 1841	563	1,473	12,000	
South Seas	May 30	Apr. 19, 1841	400	2,700	26,271	
...do	July 17	Apr. 14, 1841	250	2,800	20,246	
Pacific Ocean ..	July 14	Mar. 8, 1841	100	3,100	25,500	
South Seas	Sept. 9	July 15, 1840	280	1,970	.....
...do	June 17	Oct. 11, 1840	300	2,600	.....
South Atlantic ..	Aug. 1	July 23, 1841	330	.....	15,858
...do	July 1	May 3, 1840	370	850	.....
...do	July 27	May 3, 1840	90	1,200	.....
...do	Aug. 1	Apr. 6, 1841	.....	2,700	22,206
...do	Aug. 7	May 29, 1840	200	1,200	.....
...do	Sept. 17	May 15, 1840	.....	2,350	.....
New Zealand ..	June 13	May 14, 1841	350	2,100	16,200	
South Atlantic ..	May 30	May 26, 1840	130	1,170	.....
...do	July 26	Mar. 26, 1841	360	4,000	38,000	
South Seas	May 30	Apr. 3, 1841	150	3,140	26,884	
...do	July 6	Mar. 5, 1841	85	2,500	22,214	
South Atlantic ..	June 12	May 14, 1840	70	530	Returned, having lost her boats.
Atlantic	June 17	Jan. 9, 1840	730	.....	.....
...do	Oct. 1	July 27, 1840	60	40	Lost on New Holland, July 8, 1840.
Atlantic	Dec. 11, 1839	Dec. 11, 1839	.....	.....	.....
Atlantic	Dec. 19	Oct. 24, 1840	300	90	.....
South Seas	June 19	July 2, 1840	450	1,050	.....
South Atlantic ..	Sept. 26	May 23, 1841	300	2,000	Elephant-oil. Do.
...do	July —	June —, 1840	140	1,860	.....
South Atlantic ..	June 26	May 14, 1840	488	1,075	Elephant-oil. Do.
...do	May 21	Jan. 3, 1841	200	1,600	.....
...do	Dec. 1	Elephant-oil. Do.
...do	Aug. 7	June 22, 1840	200	1,500	.....
...do	June 22	Mar. 6, 1840	550	Elephant-oil. Do.
...do	July 10	—, 1840	.....	600	.....
South Atlantic ..	July —	June —, 1840	1,100	Elephant-oil. Do.
...do	July 15	May 29, 1841	375	1,650	12,484	
...do	July 12	June 15, 1840	140	960	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
<i>Greenport, N. Y.—Continued.</i>				
Scraph	Brig	174	— Barnes	Samuel Lawson
Triad	Ship	336	Isaac M. Case	H. & N. Corwin
Washington	do	236	— Wilbur	James Tuthill
<i>Holmes' Hole, Mass.</i>				
Delphos	Ship	338	— Lambert	Thomas Bradley
Macou	do	358	— Merry	do
William and Joseph	Brig	143	— Dexter	John Holmes
<i>Falmouth, Mass.</i>				
Popmunnett	Bark	200	— Nickerson	John Robinson
Uncas	Ship	400	Ephraim Eldridge	Elijah Swift
<i>Newport, R. I.</i>				
Benjamin D'Wolf	Schooner	66	— Smiley	William Varo
George Champlain	Bark	361	J. A. Brown	Ruggles & Lee
John Coggeshall	Ship	338	S. W. Macy	Mady & Clarke
Pocahontas	Brig	113	— Barker	Samuel Barker
<i>Poughkeepsie, N. Y.</i>				
Factor	Ship	373	— Howland	David S. Shearman
New England	do	375	do	do
Newark	do	223	— Winalow	do
<i>New York, N. Y.</i>				
Desdemona	Ship	295	— Phinney	Pell, Zablosco & Pell
<i>Westport, Mass.</i>				
Champion	Bark	209	Edward G. Sowle	Andrew Hicks
Dr. Franklin	Bark	171	— Francis	Job Davis
Elizabeth	Brig	107	— Cook	Abner B. Coffin
Juno	Brig	165	— Simmons	Abner B. Gifford
Mexico	Brig	130	— Baker	Gideon Davis
President	Bark	187	— Sowle	Andrew Hicks
Thomas Winalow	Brig	136	— Seabury	P. W. Peckham
<i>Cold Spring, N. Y.</i>				
Barclay	Bark	167	— Macomber	T. Macomber
Tuscarora	Ship	379	— Halsey	do
<i>Providence, R. I.</i>				
Bowditch	Ship	399	— Sowle	Thomas Fletcher
Brunswick	do	225	— Manchester	Amherst & Everett
<i>Newark, N. J.</i>				
John Wells	Ship	366	— Russell	J. H. Stephens
<i>Provincetown, Mass.</i>				
Imogene	Brig	172	— Smalley	James Smalley
1840.				
<i>New Bedford, Mass.</i>				
Amethyst	Ship	359	— Black	John A. Parker & Son
America	do	418	— Fisher	I. Howland, jr., & Co
Agate	Brig	81	Joseph Spooner	A. H. Seabury
Adeline	Ship	329	— Gray	I. Howland, jr., & Co
Averick	do	385	Thomas Mickell	J. A. Parker & Son
Barclay	do	281	— Briggs	James Arnold
Braganza	do	470	Chas. C. Waterman	Pope & Morgan
Bramin	Bark	245	Joseph H. Allen	Gideon Allen
Bogota	Brig	155	— Manter	I. H. Bartlett
China	Ship	370	William R. Potter	William H. Stowell

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic.	June 11	May 12, 1840	100	300	.....
.....do	July 15	Apr. 18, 1841	275	1,525	11,391	
.....do	July 8	May 3, 1840	200	1,200	.....
Indian Ocean ..	Aug. 1	Mar. 22, 1841	500	1,200	.....
.....do	Oct. 25	May 15, 1842	800	2,200	.....
Atlantic Ocean.	June 4	June 17, 1840	100	.....	.....
Atlantic Ocean	July 11	.....	.....	.....	.....
Pacific Ocean ..	Aug. 10	May 11, 1843	2,200	300	2,400	Sold to Newport. Sold to New Bedford, 1843.
South Atlantic.	Mar. 30	.....	.....	.....	.....
Pacific Ocean ..	Oct. 1	May 5, 1843	1,700	.....	.....
.....do	Oct. 20	Oct. 11, 1842	1,500	600	.....
South Atlantic.	Aug. 21	July —, 1840	80	.....	.....
New Zealand ..	June 1	Sept. 8, 1840	250	2,950	30,000	Bought from Boston, 1839.
Pacific Ocean ..	Dec. 27	May —, 1843	1,300	700	700	Sold to New London.
.....do	July 29	June 22, 1841	600	2,000	.....	Sold to Stonington.
Pacific Ocean ..	Oct. 5	May 15, 1843	776	400	.....
Atlantic	July 8	Oct. 11, 1840	640	.....	.....
.....do	July 20	June 29, 1840	663	.....	.....
.....do	July 17	June 6, 1840	220	.....	.....
.....do	July 2	July 6, 1840	370	9	.....
.....do	Aug. 27	Nov. 4, 1840	400	.....	.....
.....do	Dec. 14	July 6, 1841	350	.....	.....
.....do	June 5	June 8, 1840	80	90	.....
Atlantic .....	.....	May 18, 1841	664	10	.....
South Atlantic.	July 27	May 25, 1841	.....	2,400	.....
New Zealand ..	July 13	Apr. 5, 1841	250	3,100	27,000	Bought from Bristol.
South Atlantic	Aug. 1	Apr. 29, 1841	280	2,500	.....	Including 340 whale bought of condemned brig Volant.
New Zealand ..	July 23	Mar. 18, 1841	40	2,460	.....
Atlantic .....	.....	Sept. 27, 1839	350	250	.....	Probably broken up at home, 1839.
Indian Ocean...	May 19	Apr. 22, 1842	769	2,185	15,000	
.....do	July 19	Sept. 17, 1842	330	4,484	45,000	
Atlantic	Oct. 31	Mar. 25, 1841	Clear	.....	.....	Returned in consequence of losing men and boats by desertion.
Indian Ocean...	Oct. 13	Nov. 2, 1842	1,000	2,000	.....
Pacific Ocean...	Aug. 1	May 5, 1844	2,350	550	2,000	James Winslow, first mate, died January 2, 1844.
Indian Ocean...	July 12	Mar. —, 1843	191	1,635	13,200	
Pacific Ocean...	Dec. 1	Feb. 25, 1843	400	3,600	42,000	
South Atlantic.	Apr. 21	Aug. 18, 1841	542	122	.....
Atlantic	Sept. 10	Feb. 21, 1842	356	.....	.....
New Zealand ..	Oct. 6	Nov. 26, 1842	1,575	1,300	.....	Bought from Boston.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
<i>New Bedford, Mass.—Continued.</i>				
Cleora.....	Ship	252	Simmons.....	Lemuel Kollock.....
Copia.....	do	315	John A. Macomber.....	do.....
Cherokee.....	Bark	261	Adams.....	Hathaway & Luce.....
Columbus.....	Bark	313	Pease.....	William R. Rodman.....
Cornelia.....	Bark	216	Grinnell.....	L. Kollock.....
Charleston Packet.....	Brig	184	Flanders.....	Levi L. Crane.....
Dragon.....	Bark	190	Taber.....	Tobey & Ricketson.....
Delight.....	Brig	102	Swain.....	Jonathan Mosher.....
Eagle.....	Ship	336	Coffin.....	Jireh Perry.....
Falcon.....	do	273	Freeman Richmond.....	Wilcox & Richmond.....
Fenelon.....	do	328	Hathaway.....	William H. Stowell.....
Frances, 2d.....	do	368	Hussey.....	Gideon Allen.....
Florida.....	do	330	Jenney.....	E. Dunbar & Co.....
Garland.....	Bark	234	Day.....	J. D. Thompson.....
Grand Turk.....	do	324	Taylor.....	Barton Ricketson.....
George and Martha.....	Bark	275	Ezra Smalley.....	Randall & Haskell.....
Hope.....	Ship	316	Stewart.....	George Howland.....
Hercules, 2d.....	do	290	William C. Swain.....	D. R. Greene & Co.....
Herald.....	do	274	Sanford.....	Tobey & Ricketson.....
Hector.....	do	380	James Gray.....	Charles W. Morgan.....
Hibernia.....	do	327	Cook.....	Alfred Gibbs.....
India.....	do	366	Gelett.....	Abraham H. Howland.....
John.....	do	308	Isaac Thacher.....	Frederick Parker.....
Jasper.....	Bark	223	Isaac J. Sanford.....	Alexander Gibbs.....
Juno.....	Brig	123	Howland.....	A. H. Seabury & Brother.....
Liverpool.....	Ship	306	Thomas.....	Abraham Barker.....
Laurel.....	Schooner	119	Smith.....	I. H. Bartlett.....
Lafayette.....	Ship	260	Cornelius Howland.....	Charles R. Tucker.....
Lalla Rookh.....	do	323	Owen Raymond.....	J. A. Parker & Son.....
London Packet.....	Bark	280	Sampson.....	A. H. Howland.....
Maria Theresa.....	Ship	330	Turner.....	T. & A. R. Nye.....
Massachusetts.....	do	364	Barnard.....	G. O. Crocker & Co.....
Mercator.....	do	246	Delano.....	John A. Parker.....
Minerva Smyth.....	do	335	Brownell.....	I. Howland, jr., & Co.....
Mobile.....	do	263	Henry B. Gifford.....	Edward C. Jones.....
Moss.....	do	334	Austin.....	William R. Rodman.....
Mount Vernon.....	do	352	E. T. Shearman.....	D. R. Greene & Co.....
Marcella.....	Bark	210	Ellis.....	C. R. Tucker.....
Milwood.....	Bark	254	Charles Church.....	Gideon Allen.....
Minerva.....	Bark	193	Gifford.....	Charles R. Tucker.....
New Bedford.....	Ship	351	Leonard Crowell.....	I. Howland, jr., & Co.....
Orozimbo.....	do	528	Bartlett.....	Barton Ricketson.....
Peri.....	Brig	191	Joseph Shockley, jr.....	Rodney French.....
Pacific.....	Ship	385	Taber.....	Jireh Perry.....
Parachute.....	do	331	Joseph Wilcox, jr.....	Walter S. Spooner.....
Plato.....	Bark	240	Butler.....	Daniel Perry.....
Parker.....	Ship	406	Prince Shearman.....	J. A. Parker & Son.....
Roman, 2.....	do	350	Alex. R. Barker.....	Abraham Barker.....
Roscoe.....	do	362	McCleave.....	Andrew Robeson.....
Rodman.....	do	371	William Whitten, jr.....	C. W. Morgan.....
Rebecca Simms.....	do	400	Ray.....	William R. Rodman.....
Sally Anne.....	do	312	Rob. E. Borden.....	D. R. Greene & Co.....
Seine.....	Bark	281	Adams.....	Rodney French.....
Sarah Louisa.....	Brig	144	Ray G. Sanford.....	William R. Rodman.....
Two Brothers.....	Ship	288	Shockley.....	D. R. Greene & Co.....
Tuscaloosa.....	do	284	Taber.....	Howland & Hussey.....
Virginia.....	do	346	Luce.....	Hathaway & Luce.....
Winslow.....	do	263	Richard Pease.....	Samuel Rodman.....
Wade.....	Bark	261	John Swift.....	A. H. Howland.....
Washington.....	Ship	344	James G. Coffin.....	Jonathan Bourne, jr.....
Young Phenix.....	do	377	Sherman.....	J. A. Parker & Son.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Indian Ocean...	July 20	July 9, 1842	908	.....	.....	Sold 50 sperm 860 whale oil at Bahia.
....do.....	Aug. 2	Sept. 12, 1842	442	2,460	.....
Pacific Ocean...	Dec. 14	May 9, 1843	500	1,900	23,800	
....do.....	May 21	Dec. 11, 1843	1,350	.....	.....
South Atlantic.	Sept. 1	Apr. 12, 1842	330	281	.....	Sailed July 14, 1840, and returned leaky.
Atlantic.....	Sept. 12	Nov. 8, 1841	.....	.....	.....
Indian Ocean...	Apr. 19	Apr. 22, 1842	750	870	.....
Atlantic.....	June 24	June 22, 1841	130	.....	.....	Broken up at New Bedford 1841.
Pacific Ocean...	Sept. 3	Sept. 6, 1844	1,700	.....	.....	Bought from Boston.
Indian Ocean...	July 22	Oct. 25, 1842	800	1,100	.....
....do.....	Aug. 6	June 28, 1842	205	2,785	.....
Pacific Ocean...	Sept. 1	Feb. 24, 1845	300	1,200	23,036	
South Atlantic.	Apr. 19	Aug. 3, 1841	259	2,621	.....
Indian Ocean...	July 12	Apr. 21, 1842	421	642	.....
Atlantic.....	Apr. 13	Dec. 16, 1841	612	68	.....	Sailed again, under Captain Taylor, April 23, 1842, for the South Seas; returned September 10, 1842. Condemned 1843 and broken up.
....do.....	Aug. 8	Oct. 4, 1842	430	1,757	.....
Pacific Ocean...	Apr. 24	Oct. 30, 1843	1,786	30	.....
Indian Ocean...	July 19	June 17, 1843	735	1,126	.....
Pacific Ocean...	Dec. 14	Nov. 27, 1844	1,381	70	.....
....do.....	Nov. 21	Sept. 6, 1843	2,717	.....	.....
Indian Ocean...	Jan. 6	Apr. 6, 1842	1,010	765	.....
Pacific Ocean...	July 19	Feb. 14, 1843	679	2,541	30,000	H. H. Maxfield, first mate, lost 1840.
....do.....	Sept. 29	Feb. 20, 1844	453	1,003	9,500	
Indian Ocean...	July 21	Jan. 2, 1842	173	1,253	.....
Atlantic.....	Sept. 15	Oct. 29, 1841	254	.....	.....
Indian Ocean...	June 15	May 25, 1842	263	2,265	.....
Atlantic.....	Oct. 7	Mar. 1, 1841	.....	Clean	.....	Returned on account of mutiny of crew.
Pacific Ocean...	Oct. 22	June 17, 1844	1,800	.....	.....	Henry Loveland, second mate, died January, 1843.
....do.....	Oct. 22	Aug. 2, 1844	2,000	.....	.....
....do.....	Nov. 23	June 27, 1844	2,150	.....	.....
Indian Ocean...	July 31	May 25, 1842	576	2,119	.....
Pacific Ocean...	Oct. 6	June 23, 1844	1,000	.....	.....
....do.....	May 22	Mar. 20, 1843	635	640	.....
....do.....	Jan. 10	Dec. 5, 1843	1,743	17	.....
Atlantic.....	July 5	Dec. 5, 1842	1,217	.....	.....
Pacific Ocean...	Dec. 24	.....	.....	.....	.....	Sold 600 sperm at Talcahuano; condemned at Valparaiso, March, 1845.
Indian Ocean...	Dec. 18	Aug. —, 1843	305	2,947	24,000	
Atlantic.....	Apr. 27	Oct. 12, 1841	869	5	.....
....do.....	May 2	May 16, 1842	274	1,500	.....
....do.....	June 2	Nov. 1, 1841	373	53	.....
Pacific Ocean...	Apr. 3	June 2, 1844	1,673	4	.....
....do.....	Dec. 8	Apr. —, 1843	522	3,346	34,223	Sold 1,500 whale at Bahia.
Atlantic.....	May 16	Sept. 25, 1841	390	58	.....
Pacific Ocean...	Aug. 15	May 1, 1844	2,441	.....	.....	Sailed once, was out three months, and returned with 280 sperm.
New Zealand...	Nov. 3	Mar. 15, 1843	541	2,644	29,222	
Indian Ocean...	Sept. 14	.....	.....	.....	.....	Bought from New York; last reported March 12, 1842, off New Holland, 1,400 whale.
Pacific Ocean...	Aug. 26	.....	.....	.....	.....	Lost on Ocean Island, September 23, 1842; December 4, 1841; Captain Shearman taken out of his boat by a line.
New Zealand...	Aug. 15	Feb. 16, 1842	210	2,959	29,864	
Pacific Ocean...	Apr. 18	May 13, 1843	2,447	.....	.....
....do.....	Aug. 17	Apr. 30, 1843	3,018	16	.....
....do.....	June 6	Oct. 30, 1844	1,156	240	1,500	Sold 700 barrels; sent home 700 more.
Indian Ocean...	June 24	July 9, 1842	276	1,461	.....
South Atlantic.	Oct. 6	July 30, 1842	812	.....	.....
Atlantic.....	Sept. 29	Apr. 29, 1842	141	20	.....	Captain Sanford died November, 1841.
Indian Ocean...	June 13	Sept. 25, 1841	268	1,664	.....
Pacific Ocean...	July 15	July 21, 1844	1,590	127	.....
....do.....	Aug. 23	Sept. 4, 1843	2,200	.....	.....
Indian Ocean...	Aug. 26	Oct. 23, 1844	1,208	125	1,500	
Pacific Ocean...	July 19	Apr. 9, 1844	890	1,400	11,500	Sent home 230 whale.
Indian Ocean...	Aug. 18	May 17, 1842	94	1,718	.....
Pacific Ocean...	Dec. 11	Aug. 4, 1844	2,750	F. W. Gardner, second mate, died at Timor July 26, 1841.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
<i>Edgartown, Mass.</i>				
Athalia	Ship	102	— Sprague	Joseph Mayhew
Almira	do	362	— Tobey	Abraham Osborne
George and Mary	do	350	— Coffin	do
Splendid	do	392	— Coffin	do
<i>Plymouth, Mass.</i>				
Triton	Ship	315	— Russell	James Bartlett
<i>Fall River, Mass.</i>				
Gold Hunter	Ship	281	— Estes	Nathan Durfee
Ganges	do	380	— Wood	John Eddy
Pantheon	Bark	284	— Pell	do
Panama	Ship	253	— Cummings	J. S. Barnard
William	Brig	107	— Sanford	Hiram Bliss
<i>Salem, Mass.</i>				
Malay	Bark	268	— Barnard	S. C. Phillips
Palestine	do	249	— Crimblish	Nathaniel Weston
Reaper	do	230	— Neal	John B. Osgood
Samuel Wright	Ship	372	— Coffin	do
Sapphire	do	366	— Cartwright	S. C. Phillips
<i>Warren, R. I.</i>				
Canova	Ship	343	— Saunders	Child & Mauran
Magnet	do	335	— Champlin	Joseph Smith
Miles	do	242	— Downes	John R. Wheaton
North America	do	282	— Mosher	Driscoll & Child
Rosalie	do	323	— Eddy	Joseph Smith, Jr., & Co
Triton	do	345	— Bowen	S. P. Child
Wm. Baker	do	224	— Bowen	Driscoll & Child
<i>Bristol, R. I.</i>				
Corinthian	Ship	503	— Heath	William H. D'Wolf
Gov. Hopkins	do	111	— Davis	W. R. Taylor
Troy	Brig	156	— Lake	Thomas Church
<i>New London, Conn.</i>				
Ann Maria	Ship	368	— Middleton	Thomas W. Williams
Amazon	Schooner	71	— Beebe	Havens & Smith
Boston	Ship	291	— Pendleton	I. Lawrence
Connecticut	do	398	— Crocker	T. W. Williams
Com. Perry	do	153	— Holt	Williams & Barnes
Columbus	Brig	311	— Bailey	do
Clematis	Ship	396	— Smith	Havens & Smith
Chelsea	do	338	— Fitch	N. & W. W. Billings
Flora	do	403	— Brown	Benjamin Brown
Friends	do	343	— Peabody	T. W. Williams
Georgia	do	290	— Dustan	L. Allen
George	do	336	— Green	T. W. Williams
Jones	do	335	— Chester	E. M. Frink & Co
Jason	do	347	— Baker	Benjamin Brown
Julius Caesar	do	460	— Richards	T. W. Williams
Mentor	do	385	— Green	do
North America	do	245	— Havens	Havens & Smith
Neptune	Schooner	90	— Prentiss	E. M. Frink & Co
Pacific	Ship	342	— Rice	Williams & Barnes
Palladium	do	351	—	
Stonington	do	351	—	
<i>Stonington, Conn.</i>				
Acasta	Ship	330	— Swain	C. P. Williams
Corvo	do	349	— Pendleton	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Indian Ocean ..	Apr. 30	June 2, 1843	428	1,755	13,600	
Pacific Ocean ..	Aug. 2	Apr. 7, 1843	482	.....	.....	Sold to New Bedford 1844.
South Atlantic ..	June 10	May 28, 1841	343	1,876	.....
Indian Ocean ..	May 28	May 16, 1842	569	2,043	18,000	
.....do	June 10	Apr. 22, 1842	.....	1,120	.....
.....do	Sept. 10	May 26, 1842	430	.....	.....
Pacific Ocean ..	Dec. 1	.....	.....	.....	.....	Lost August 9, 1842, on Feejee Islands, with 700 sperm.
.....do	Dec. 14	Feb. —, 1844	1,125	1,719	18,000	Bought from New York.
.....do	Dec. 18	Apr. 22, 1843	291	1,618	18,000	
.....do	Nov. 4	June 10, 1843	848	1,000	8,000	
Indian Ocean ..	July 16	May 21, 1842	200	1,400	.....
Pacific Ocean ..	Aug. 21	Oct. 18, 1843	1,600	.....	.....
.....do	Dec. 4	Nov. 25, 1843	1,624	1,206	14,000	Bought from Hudson 1840.
Indian Ocean ..	July 6	June 18, 1842	266	1,456	.....
Pacific Ocean ..	Aug. 16	Mar. 18, 1844	1,050	1,250	12,000	
.....do	Nov. 22	July 13, 1844	1,517	130	.....	Samuel Pitman, first mate, died 1843.
.....do	Jan. 6	Oct. 20, 1843	2,591	96	.....
Indian Ocean ..	Sept. 3	July 17, 1842	519	744	.....	Condemned and broken up 1842.
.....do	Aug. 11	Dec. 4, 1842	21	1,720	.....	Sailed May 17, 1840; returned August 3, with 300 sperm; first and third mates sick; sailed again as given.
New Zealand ..	Mar. 8	Aug. 24, 1842	543	1,989	.....
Indian Ocean ..	July 9	May 10, 1843	350	1,356	11,600	
.....do	Apr. 13	June 17, 1842	725	95	.....
Atlantic ..	Sept. —	May 9, 1841	600	.....	.....
South Atlantic ..	Apr. 2	Nov. 2, 1841	350	.....	.....
Atlantic ..	Aug. 20	Oct. 15, 1841	200	.....	.....	Lost a boat's crew by a whale, 1841.
.....do	Sept. 15	Sept. 20, 1841	70	.....	.....
.....do	Oct. 10	Apr. 17, 1842	624	.....	.....
.....do	July 30	Oct. 17, 1841	220	.....	.....
.....do	May 11	June 7, 1841	30	.....	.....
.....do	Oct. 4	Jan. 1, 1842	260	.....	.....
Pacific Ocean ..	Sept. 8	June 23, 1844	1,953	.....	.....	Sold to New Bedford.
.....do	Feb. 2	Oct. 21, 1843	2,009	40	.....
.....do	May 29	Dec. 6, 1843	1,926	.....	.....	Sent home 250 bbla. sperm.
.....do	Nov. 1	Oct. 14, 1844	1,458	.....	.....
.....do	Dec. 20	Mar. 8, 1845	689	146	.....
.....do	Dec. 18	June 17, 1844	1,094	1,014	.....
.....do	July 12	Apr. 6, 1844	2,140	.....	.....	Sold to New Bedford.
.....do	Jan. 24	May 23, 1844	1,277	980	.....	Bought from Hudson, 1839; mate, Alexander Swain, killed by a whale; Capt. Pinkham died at Pernambuco, April 17, 1844.
.....do	June 1	Apr. 16, 1844	1,641	60	.....
.....do	Sept. 17	Aug. 5, 1844	1,636	.....	.....
.....do	July 28	.....	.....	.....	.....	Lost on Atooi, Sandwich Islands, June 22, 1842, with 2,480 bbla. sperm, 80 bbla. whale.
.....do	June 12	May 14, 1844	1,067	342	.....	Sold to Fairhaven, 1844.
.....do	Aug. 29	Mar. 14, 1844	1,336	1,334	.....	Sent home 125 bbla. sperm; Capt. Davis left the ship at Rio Janeiro, sick.
.....do	Sept. 2	Feb. 17, 1845	1,225	.....	.....	Built in 1840; sold to Fairhaven 1845.
.....do	Apr. 22	Feb. 20, 1842	2,413	.....	.....
.....do	Oct. 6	May 13, 1844	1,632	7	.....
.....do	May 28	Nov. 20, 1842	2,073	.....	.....	Sent home 40 bbla. sperm.
.....do	Sept. 8	Aug. 9, 1844	1,397	.....	.....
.....do	Oct. 18	Oct. 3, 1844	1,662	.....	.....	Sold to New Bedford 1844.
.....do	June 21	Feb. 17, 1844	2,241	24	.....
.....do	July 31	June 23, 1844	1,212	508	.....	Sent home 300 bbla. sperm.
.....do	May 14	Sept. 24, 1843	1,095	58	.....
.....do	Oct. 31	July 8, 1844	1,296	.....	.....
.....do	Sept. 1	July 19, 1843	2,544	.....	.....	Sailed Aug. 20, but returned with mate sick.
.....do	July 12	May 23, 1843	3,049	177	.....
.....do	July —	—, 1843	1,800	.....	.....
Atlantic ..	Aug. 11	May 28, 1842	300	20	.....	Sold to Col. Colt, the revolver manufacturer, taken to Washington, and blown to atoms with a torpedo of his invention.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
<i>Falmouth, Mass.—Continued.</i>				
Bartholomew Goenold.....	Ship.....	360	Abraham Russell.....	Ward M. Parker.....
George Washington.....	Bark.....	180	Lemuel Eldredge.....	Sanford Herendeen.....
Hobomok.....	Ship.....	412	Silas Jones.....	Oliver C. Swift.....
<i>Lynn, Mass.</i>				
Com. Preble.....	Ship.....	323	— Eldridge.....	F. S. Newhall.....
Ninus.....	do.....	260	— Ludlow.....	Isaiah Breed.....
<i>Newport, R. I.</i>				
Andley Clarke.....	Ship.....	—	H. Griswold.....	Bush & Clarke.....
Helon.....	Brig.....	—	James Price.....	William Price.....
Pocahontas.....	do.....	—	William Barker.....	Samuel Barker.....
William Lee.....	Ship.....	—	E. Gifford.....	J. S. Munroe.....
<i>Edgartown, Mass.</i>				
Athalia.....	Bark.....	168	— Sprague.....	Joseph Mayhew.....
Deborah.....	Brig.....	145	— Worth.....	do.....
Vineyard.....	Ship.....	381	— Crocker.....	Grafton Norton.....
<i>Holmes' Hole, Mass.</i>				
Pocahontas.....	Ship.....	341	— Smith.....	Thomas Bradley.....
William and Joseph.....	Brig.....	143	— Dexter.....	John Holmes.....
<i>Newburyport, Mass.</i>				
Morrimeo.....	Ship.....	414	— Starbuck.....	Micajah Lunt.....
Navy.....	do.....	356	— Brock.....	Thomas Buntin.....
<i>Boston, Mass.</i>				
Creole.....	Bark.....	222	— Cook.....	Charles A. Brown.....
Cambrian.....	Brig.....	197	— Holmes.....	P. & S. Sprague & Co.....
<i>Hudson, N. Y.</i>				
Beaver.....	Ship.....	320	— Rogers.....	Barnard, Curtis & Co.....
Edward.....	do.....	274	— Daggett.....	do.....
<i>New London, Conn.</i>				
Armata.....	Ship.....	414	— Hull.....	Abner Bassett.....
Betsy.....	Schooner.....	113	— Noyes.....	Joseph Lawrence.....
Boston.....	Ship.....	291	— Pendleton.....	do.....
Com. Perry.....	do.....	270	— McLane.....	C. Chew & Co.....
Connecticut.....	do.....	398	— Crocker.....	Thomas W. Williams.....
Clematis.....	do.....	311	— Bailey.....	Williams & Barnes.....
Columbia.....	do.....	492	— Smith.....	Havens & Smith.....
Candace.....	do.....	310	— Reed.....	do.....
Columbus.....	Brig.....	153	— Holt.....	Williams & Barnes.....
Charles Henry.....	Ship.....	265	— Halsey.....	Havens & Smith.....
Ceres.....	Bark.....	176	— Bailey.....	William Tate.....
Electra.....	Ship.....	347	— Lax.....	William Williams, jr.....
Francis.....	Schooner.....	—	—	—
Gen. Williams.....	Ship.....	446	— Bailey.....	Williams & Barnes.....
<i>Hand</i>				
Julius Caesar.....	Schooner.....	86	— Long.....	Havens & Smith.....
John and Elisabeth.....	Ship.....	347	— Gibson.....	N. & W. W. Billings.....
Neptune.....	do.....	296	— Miller.....	Havens & Smith.....
Pembroke.....	do.....	285	— Green.....	T. W. Williams.....
Shaw Perkins.....	do.....	199	— Peabody.....	Joseph Lawrence.....
Superior.....	Sloop.....	55	— Stroud.....	Havens & Smith.....
Stonington.....	Ship.....	406	— McLane.....	N. & W. W. Billings.....
Tenedos.....	do.....	351	— Rice.....	Williams & Barnes.....
—	Bark.....	245	— Chester.....	Joseph Lawrence.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean..	Jan. 1	—, 1843	1,800	600	.....	Sold to New Bedford, 1843. Gone two months; returned clean, leaky and was sold to New Bedford, 1840.
Atlantic .....	.....	—, 1840	.....	.....	.....
Pacific Ocean..	May 29	Mar. 14, 1844	2,200	.....	.....
Indian Ocean ..	July 20	June 2, 1843	260	2,600	.....
do	Sept. 23	June 9, 1843	150	1,300	8,000	
Pacific Ocean..	Nov. 16	Aug. 30, 1844	1,400	.....	.....	Captain Griswold died, 1843.
North Atlantic	Aug. 23	Nov. 15, 1841	210	15	.....
do	July 30	July 23, 1841	137	.....	.....
Pacific Ocean..	July 14	Feb. 23, 1844	600	1,100	11,000	
Atlantic	May 18	Apr. 2, 1841	190	.....	.....	Came home leaky. Bought from Salem.
do	Oct. 17	Dec. 8, 1841	65	20	.....
Pacific Ocean..	Oct. 24	June 23, 1844	1,000	.....	.....
do	Sept. 23	Dec. —, 1843	1,400	.....	.....	Lost at sea Oct. 21, 1841; four men lost.
Atlantic	Aug. 18	.....	.....	.....	.....
Pacific Ocean ..	July 28	Apr. 15, 1844	260	2,750	32,000	Captain Starbuck died, 1841. Sold to New Bedford.
do	May 20	June 12, 1843	600	1,300	10,400	
South Seas.....	Dec. 10	Sept. 21, 1841	550	.....	.....
South Atlantic	Dec. 1	Apr. 23, 1842	480	.....	.....
Pacific Ocean ..	Jan. 31	May 16, 1842	270	1,930	.....	Sold to New Bedford, 1845.
do	Dec. 4	Apr. 3, 1845	800	800	8,000	
Indian Ocean ..	July 31	July 12, 1842	260	2,000	28,000	Also a large number of fur-skins.
Pacific Ocean ..	Aug. 14	June 8, 1842	.....	115	1,100	
Indian Ocean ..	June 22	May 26, 1841	.....	1,700	.....
South Seas.....	June 8	May 24, 1842	200	1,000	.....
do	June 29	May 23, 1841	.....	1,600	.....
Indian Ocean ..	Aug. —	July 4, 1841	.....	2,800	.....
South Atlantic	July 9	May 6, 1842	100	4,000	.....	Second mate, William Lacky, killed by a whale June, 1843.
do	Apr. 20	Apr. 30, 1842	.....	2,200	.....
Atlantic .....	.....	May 23, 1841	650	.....	.....	Sent home 60 sperm.
South Atlantic	Aug. 8	May 25, 1842	350	650	.....
do	Oct. 12	July 2, 1842	80	1,220	.....
do	June 1	June 1, 1841	240	1,460	.....
do	Mar. —	Feb. —, 1841	.....	500	.....
do	Dec. 7	Mar. 16, 1843	100	4,200	46,200	Encountered a heavy gale off Black Point L. I.; cut away masts and anchored Captain Bailey and five men drowned going ashore in a boat for help. Tender to the Columbia.
Indian Ocean ..	June 6	Apr. 30, 1842	150	.....	.....
do	July 25	June 21, 1841	40	1,900	.....
do	June 22	Apr. 27, 1842	75	2,550	.....
South Atlantic	Oct. 13	Apr. 15, 1842	650	1,450	.....	Captain Peabody left the ship at Ma- dagascar. Tender to Columbia.
do	May 23	June 26, 1841	.....	400	.....
Indian Ocean ..	June 6	Apr. 16, 1842	120	.....	.....	Bought from Boston.
South Atlantic	Sept. 29	July 3, 1842	150	2,750	.....
do	Sept. 1	May 5, 1842	250	2,000	30,000	
do	Oct. 12	Aug. 9, 1842	200	1,300	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
<i>Greenport, N. Y.—Continued.</i>				
Scrapp	Brig	174	— Barns	Samuel Lawson
Triad	Ship	336	Isaac M. Case	H. & N. Corwin
Washington	do	236	— Wilbur	James Tathill
<i>Holmes' Hole, Mass.</i>				
Delphos	Ship	338	— Lambert	Thomas Bradley
Macon	do	358	— Merry	do
William and Joseph	Brig	143	— Dexter	John Holmes
<i>Falmouth, Mass.</i>				
Popmunnnett	Bark	200	— Nickerson	John Robinson
Uncas	Ship	400	Ephraim Eldridge	Elijah Swift
<i>Newport, R. I.</i>				
Benjamin D'Wolf	Schooner	66	— Smiley	William Varo
George Champlain	Bark	361	J. A. Brown	Ruggles & Lee
John Coggeshall	Ship	338	S. W. Macy	Macy & Clarke
Poohontas	Brig	113	— Barker	Samuel Barker
<i>Poughkeepsie, N. Y.</i>				
Factor	Ship	373	— Howland	David S. Shearman
New England	do	375	do	do
Newark	do	223	— Winalow	do
<i>New York, N. Y.</i>				
Desdemona	Ship	295	— Phinney	Pell, Zabiescke & Pell ..
<i>Westport, Mass.</i>				
Champion	Bark	209	Edward G. Sowle	Andrew Hicks
Dr. Franklin	Bark	171	— Francis	Job Davis
Elizabeth	Brig	107	— Cook	Abner B. Coffin
Juno	Brig	165	— Simmons	Abner B. Gifford
Mexico	Brig	130	— Baker	Gideon Davis
President	Bark	187	— Sowle	Andrew Hicks
Thomas Winalow	Brig	136	— Seabury	P. W. Peckham
<i>Cold Spring, N. Y.</i>				
Barclay	Bark	167	— Macomber	T. Macomber
Tuscarora	Ship	379	— Halsey	do
<i>Providence, R. I.</i>				
Bowditch	Ship	399	— Sowle	Thomas Fletcher
Brunswick	do	295	— Manchester	Amherst & Everett
<i>Newark, N. J.</i>				
John Wells	Ship	366	— Russell	J. H. Stephens
<i>Provincetown, Mass.</i>				
Imogene	Brig	172	— Smalley	James Smalley
1840.				
<i>New Bedford, Mass.</i>				
Amethyst	Ship	359	— Black	John A. Parker & Son ..
America	do	418	— Fisher	I. Howland, jr., & Co ..
Agate	Brig	81	Joseph Spooner	A. H. Seabury
Adeline	Ship	329	— Gray	I. Howland, jr., & Co ..
Averick	do	385	Thomas Mickoll	J. A. Parker & Son
Barclay	do	281	— Briggs	James Arnold
Braganza	do	470	Chas. C. Waterman	Pope & Morgan
Bramin	Bark	245	Joseph H. Allen	Gideon Allen
Bogota	Brig	155	— Mantor	I. H. Bartlett
China	Ship	370	William R. Potter	William H. Stowell

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic.	June 11	May 12, 1840	100	300	.....
.....do	July 15	Apr. 18, 1841	275	1,325	11,291	
.....do	July 8	May 3, 1840	200	1,200	.....
Indian Ocean ..	Aug. 1	Mar. 22, 1841	500	1,200	.....
.....do	Oct. 25	May 15, 1842	800	2,200	.....
Atlantic Ocean.	June 4	June 17, 1840	100	.....	.....
Atlantic Ocean	July 11	.....	.....	.....	.....	Sold to Newport.
Pacific Ocean ..	Aug. 10	May 11, 1843	2,200	300	2,400	Sold to New Bedford, 1843.
South Atlantic	Mar. 30	.....	.....	.....	.....	Went sealing; no report of return.
Pacific Ocean ..	Oct. 1	May 5, 1843	1,700	.....	.....
.....do	Oct. 20	Oct. 11, 1842	1,500	600	.....
South Atlantic.	Aug. 21	July —, 1840	80	.....	.....
New Zealand ..	June 1	Sept. 8, 1840	250	2,950	30,000	Bought from Boston, 1839.
Pacific Ocean ..	Dec. 27	May —, 1843	1,300	700	700	Sold to New London.
.....do	July 29	June 22, 1841	600	2,000	.....	Sold to Stonington.
Pacific Ocean ..	Oct. 5	May 15, 1843	776	400	.....
Atlantic	July 8	Oct. 11, 1840	640	.....	.....
.....do	July 20	June 22, 1840	663	.....	.....
.....do	July 17	June 6, 1840	220	.....	.....
.....do	July 2	July 6, 1840	370	9	.....
.....do	Aug. 27	Nov. 4, 1840	400	.....	.....
.....do	Dec. 14	July 6, 1841	350	.....	.....
.....do	June 5	June 8, 1840	80	20	.....
Atlantic .....	.....	May 18, 1841	664	10	.....
South Atlantic.	July 27	May 25, 1841	.....	2,400	.....
New Zealand ..	July 13	Apr. 5, 1841	250	3,100	27,000	Bought from Bristol.
South Atlantic	Aug. 1	Apr. 29, 1841	280	2,500	.....	Including 340 whale bought of condemned brig Volant.
New Zealand ..	July 23	Mar. 18, 1841	40	2,460	.....
Atlantic .....	.....	Sept. 27, 1839	350	250	.....	Probably broken up at home, 1839.
Indian Ocean...	May 19	Apr. 22, 1842	769	2,185	15,000	
.....do	July 19	Sept. 17, 1842	330	4,484	45,000	
Atlantic	Oct. 31	Mar. 25, 1841	Clean	.....	.....	Returned in consequence of losing men and boats by desertion.
Indian Ocean...	Oct. 13	Nov. 3, 1842	1,000	2,000	.....
Pacific Ocean...	Aug. 1	May 5, 1844	2,350	250	2,000	James Winslow, first mate, died January 2, 1842.
Indian Ocean...	July 12	Mar. —, 1843	191	1,685	13,200	
Pacific Ocean ..	Dec. 1	Feb. 25, 1843	400	3,600	42,000	
South Atlantic.	Apr. 21	Aug. 16, 1841	542	122	.....
Atlantic	Sept. 10	Feb. 21, 1842	356	Bought from Boston.
New Zealand ..	Oct. 6	Nov. 26, 1842	1,575	1,300	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
<i>New Bedford, Mass.—Continued.</i>				
Cicero.....	Ship.....	252	— Simmons.....	Lemuel Kollock.....
Copia.....	do.....	315	John A. Macomber.....	do.....
Cherokee.....	Bark.....	261	— Adams.....	Hathaway & Luce.....
Columbus.....	Bark.....	313	Pease.....	William R. Rodman.....
Cornelia.....	Bark.....	216	— Grinnell.....	L. Kollock.....
Charleston Packet.....	Brig.....	184	— Flanders.....	Levi L. Crane.....
Dragon.....	Bark.....	190	— Taber.....	Tobey & Ricketson.....
Delight.....	Brig.....	102	— Swain.....	Jonathan Mosher.....
Eagle.....	Ship.....	336	— Coffin.....	Jireh Perry.....
Falcon.....	do.....	273	Freeman Richmond.....	Wilcox & Richmond.....
Fenelon.....	do.....	328	— Hathaway.....	William H. Stowell.....
Frances, 2d.....	do.....	368	— Hussey.....	Gideon Allen.....
Florida.....	do.....	330	— Jenney.....	E. Dunbar & Co.....
Garland.....	Bark.....	234	— Day.....	J. D. Thompson.....
Grand Turk.....	do.....	324	— Taylor.....	Barton Ricketson.....
George and Martha.....	Bark.....	275	Ezra Smalley.....	Randall & Haskell.....
Hope.....	Ship.....	316	— Stewart.....	George Howland.....
Heracles, 2d.....	do.....	290	William C. Swain.....	D. R. Greene & Co.....
Herald.....	do.....	274	— Sanford.....	Tobey & Ricketson.....
Hector.....	do.....	350	James Gray.....	Charles W. Morgan.....
Hibernia.....	do.....	327	— Cook.....	Alfred Gibbs.....
India.....	do.....	366	— Gelett.....	Abraham H. Howland.....
John.....	do.....	308	Isaac Thacher.....	Frederick Parker.....
Jasper.....	Bark.....	223	Isaac J. Sanford.....	Alexander Gibbs.....
Juno.....	Brig.....	123	— Howland.....	A. H. Seabury & Brother.....
Liverpool.....	Ship.....	306	— Thomas.....	Abraham Barker.....
Laurel.....	Schooner.....	119	— Smith.....	I. H. Bartlett.....
Lafayette.....	Ship.....	260	Cornelius Howland.....	Charles E. Tucker.....
Lalla Rookh.....	do.....	323	Owen Raymond.....	J. A. Parker & Son.....
London Packet.....	Bark.....	280	— Sampson.....	A. H. Howland.....
Maria Theresa.....	Ship.....	330	— Turner.....	T. & A. R. Nye.....
Massachusetts.....	do.....	364	— Barnard.....	G. O. Crocker & Co.....
Mercator.....	do.....	246	— Delano.....	John A. Parker.....
Minerva Smyth.....	do.....	335	— Brownell.....	I. Howland, jr., & Co.....
Mobile.....	do.....	263	Henry B. Gifford.....	Edward C. Jones.....
Moss.....	do.....	331	— Austin.....	William R. Rodman.....
Mount Vernon.....	do.....	352	E. T. Shearman.....	D. R. Greene & Co.....
Marcella.....	Bark.....	210	— Ellis.....	C. R. Tucker.....
Millwood.....	Bark.....	254	Charles Church.....	Gideon Allen.....
Minerva.....	Bark.....	195	— Gifford.....	Charles R. Tucker.....
New Bedford.....	Ship.....	351	Leonard Crowell.....	I. Howland, jr., & Co.....
Orozimbo.....	do.....	588	— Bartlett.....	Barton Ricketson.....
Peri.....	Brig.....	191	Joseph Shockley, jr.....	Rodney French.....
Pacific.....	Ship.....	385	— Taber.....	Jireh Perry.....
Parachute.....	do.....	331	Joseph Wilcox, jr.....	Walter S. Spooner.....
Plato.....	Bark.....	240	— Butler.....	Daniel Perry.....
Parker.....	Ship.....	406	Prince Shearman.....	J. A. Parker & Son.....
Roman, 2.....	do.....	350	Alex. R. Barker.....	Abraham Barker.....
Roscoe.....	do.....	362	— McCleave.....	Andrew Robeson.....
Rodman.....	do.....	371	William Whitten, jr.....	C. W. Morgan.....
Rebecca Simms.....	do.....	400	— Ray.....	William R. Rodman.....
Sally Anne.....	do.....	312	Rob. E. Borden.....	D. R. Greene & Co.....
Seine.....	Bark.....	281	— Adams.....	Rodney French.....
Sarah Louisa.....	Brig.....	144	Ray G. Sanford.....	William R. Rodman.....
Two Brothers.....	Ship.....	288	— Shockley.....	D. R. Greene & Co.....
Tuscaloosa.....	do.....	284	— Taber.....	Howland & Hussey.....
Virginia.....	do.....	346	— Luce.....	Hathaway & Luce.....
Winslow.....	do.....	263	Richard Pease.....	Samuel Rodman.....
Wade.....	Bark.....	261	John Swift.....	A. H. Howland.....
Washington.....	Ship.....	344	James G. Coffin.....	Jonathan Bourne, jr.....
Young Phenix.....	do.....	377	— Sherman.....	J. A. Parker & Son.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.*	
			Bbls.	Bbls.	Lbs.	
Indian Ocean...	July 20	July 9, 1842	902			Sold 50 sperm 860 whale oil at Bahia.
do	Aug. 2	Sept. 12, 1842	442	2,460		
Pacific Ocean	Dec. 14	May 9, 1843	506	1,900	22,800	
do	May 21	Dec. 11, 1843	1,350			
South Atlantic.	Sept. 1	Apr. 12, 1842	330	281		Sailed July 14, 1840, and returned leaky.
Atlantic	Sept. 12	Nov. 8, 1841				
Indian Ocean	Apr. 19	Apr. 22, 1842	750	870		
Atlantic	June 24	June 22, 1841	130			Broken up at New Bedford 1841.
Pacific Ocean	Sept. 3	Sept. 6, 1844	1,700			Bought from Boston.
Indian Ocean	July 22	Oct. 25, 1842	800	1,100		
do	Aug. 6	June 26, 1842	205	2,765		
Pacific Ocean	Sept. 1	Feb. 24, 1845	300	1,200	23,036	
South Atlantic.	Apr. 19	Aug. 3, 1841	259	2,621		
Indian Ocean	July 12	Apr. 21, 1842	421	642		
Atlantic	Apr. 13	Dec. 16, 1841	612	68		Sailed again, under Captain Taylor, April 23, 1842, for the South Seas; returned September 10, 1842. Condemned 1843 and broken up.
do	Aug. 8	Oct. 4, 1842	430	1,757		
Pacific Ocean	Apr. 24	Oct. 30, 1843	1,786	30		
Indian Ocean	July 19	June 17, 1843	735	1,126		
Pacific Ocean	Dec. 14	Nov. 27, 1844	1,381	70		
do	Nov. 21	Sept. 6, 1843	2,717			
Indian Ocean	Jan. 6	Apr. 6, 1842	1,010	765		H. H. Maxfield, first mate, lost 1840.
Pacific Ocean	July 19	Feb. 14, 1843	679	2,541	30,000	
do	Sept. 29	Feb. 20, 1844	483	1,003	9,500	
Indian Ocean	July 21	Jan. 2, 1842	173	1,253		
Atlantic	Sept. 15	Oct. 29, 1841	254			
Indian Ocean	June 15	May 25, 1842	263	2,265		
Atlantic	Oct. 7	Mar. 1, 1841		Clean		Returned on account of mutiny of crew.
Pacific Ocean	Oct. 23	June 17, 1844	1,600			Henry Loveland, second mate, died January, 1843.
do	Oct. 22	Aug. 8, 1844	2,000			
do	Nov. 23	June 27, 1844	2,150			
Indian Ocean	July 31	May 25, 1843	576	2,119		
Pacific Ocean	Oct. 6	June 23, 1844	1,600			
do	May 22	Mar. 20, 1843	655	640		
do	Jan. 10	Dec. 5, 1843	1,743	17		
Atlantic	July 5	Dec. 5, 1842	1,217			
Pacific Ocean	Dec. 24					Sold 600 sperm at Talcahuano; condemned at Valparaiso, March, 1845.
Indian Ocean	Dec. 18	Aug. —, 1843	305	2,947	24,000	
Atlantic	Apr. 27	Oct. 12, 1841	669	5		
do	May 2	May 16, 1842	274	1,500		
do	June 2	Nov. 1, 1841	373	53		
Pacific Ocean	Apr. 3	June 2, 1844	1,673	4		
do	Dec. 8	Apr. —, 1843	522	3,346	34,223	Sold 1,500 whale at Bahia.
Atlantic	May 16	Sept. 25, 1841	390	58		
Pacific Ocean	Aug. 15	May 1, 1844	2,441			Sailed once, was out three months, and returned with 260 sperm.
New Zealand	Nov. 3	Mar. 15, 1843	541	2,644	29,238	
Indian Ocean	Sept. 14					Bought from New York; last reported March 12, 1843, off New Holland, 1,400 whale.
Pacific Ocean	Aug. 26					Lost on Ocean Island, September 23, 1842; December 4, 1841; Captain Shearman taken out of his boat by a line.
New Zealand	Aug. 15	Feb. 16, 1842	210	2,959	29,864	
Pacific Ocean	Apr. 18	May 13, 1843	2,447			
do	Aug. 17	Apr. 30, 1843	3,018	16		
do	June 6	Oct. 30, 1844	1,156	240	1,500	Sold 700 barrels; sent home 700 more.
Indian Ocean	June 24	July 9, 1842	276	1,461		
South Atlantic	Oct. 6	July 30, 1842	812			
Atlantic	Sept. 29	Apr. 29, 1842	141	20		Captain Sanford died November, 1841.
Indian Ocean	June 13	Sept. 25, 1841	265	1,064		
Pacific Ocean	July 15	July 21, 1844	1,590	127		
do	Aug. 23	Sept. 4, 1843	2,200			
Indian Ocean	Aug. 26	Oct. 23, 1844	1,202	125	1,500	
Pacific Ocean	July 19	Apr. 8, 1844	690	1,400	11,500	Sent home 230 whale.
Indian Ocean	Aug. 18	May 17, 1842	94	1,718		
Pacific Ocean	Dec. 11	Aug. 4, 1844	2,750			F. W. Gardner, second mate, died at Timor July 26, 1841.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
<i>Fairhaven, Mass.</i>				
Arab	Bark	276	— Writhington ..	I. F. Terry
Alto	do	197	— Coffin	A. D. Stoddard
Amazon	Ship	318	— Smith	E. Sawin
Albion	do	398	— Smith	do
Arab	do	336	— Cox	do
Bruce	Bark	148	— Alden	Bradford, Fuller & Co ..
Benezett	do	192	— Parker	Jabez Delano, jr
Erie	Ship	451	— Luce	Nathan Church
Eagle	do	283	— Perry	E. H. Stackpole
Favorite	Bark	393	— Adams	F. E. Whitwell
Herald	Ship	262	William Devol	Samuel Borden
Joseph Maxwell ..	do	302	— Harding	F. E. Whitwell
James Munroe	do	484	Benjamin Cushman ..	E. Sawin
Maine	do	294	— Magee	do
Martha, 2d	do	301	— Hammond	Atkins Adams
Marcus	do	286	— Wood	Lemuel Tripp
Omega	do	305	Henry D. Gardner ..	Nathan Church
Pindus	Bark	193	— Wady	Jenney & Tripp
Pacific	do	314	— Webb	I. F. Terry
South Boston	Ship	339	— Crowell	E. Sawin
<i>Rochester, Mass.</i>				
Cossack	Bark	256	— Delano	Stephen C. Luce
Dryade	do	263	— Rogers	G. Barstow & Co
Lagrange	Brig	170	— Daggett	Elijah Willis
Le Barron	do	170	— Cushing	G. Barstow & Son
Pearl	do	157	— Blankenship	J. S. Bates
Richard Henry	do	134	— Dexter	G. Barstow & Son
Sarah	do	171	— Furrington	do
Solon	do	129	— Wing	Noble E. Bates
Two Sisters	do	122	— Bolles	do
Willis	do	164	— Boodry	R. L. Barstow
<i>Nantucket, Mass.</i>				
Alexander Coffin ..	Ship	381	Samuel C. Wyer	R. Mitchell & Sons
Catawba	do	333	Henry Pease	C. G. & H. Coffin
Charles Carroll	do	376	Thomas S. Andrews ..	W. C. Swain
Cyrus	do	338	Daniel Emmons	George Myrick, jr
Charles and Henry ..	do	336	John B. Coleman	C. G. & H. Coffin
Enterprise	do	413	George Cannon	Gilbert Coffin
Fabius	do	432	Frederick B. Chase ..	G. & M. Starbuck & Co ..
Henry Astor	do	375	Seth Pinkham	William R. Easton
Henry	do	346	William Brown	Daniel Jones
Harvest	do	360	John Gardner, 2d	Edward Field
Jefferson	do	377	William B. Cash	John H. Shaw
Kingston	do	312	William Rawson	Frederick Hussey
Lexington	do	399	Henry W. Davis	F. C. Sanford
Lydia	do	351	George G. Cathcart ..	James Athearn
Maria	do	365	Elisha H. Fisher	Barrett & Upton
Mariner	do	348	George Palmer	Matthew Crosby
Ontario	do	354	Stephen B. Gibbs	Barrett & Upton
Omega	do	361	George Haggerty	Joseph Starbuck
Ocean	do	349	Elijah Parker	T. & P. Macy
Phoenix	do	323	Josiah Hamblen	do
Peruvian	do	334	Frederick Arthur	W. B. Coffin
Washington	do	308	Stephen Bailey	Matthew Crosby
Walter Scott	do	338	Cromwell Bunker	Barrett & Upton
Young Eagle	do	377	Edward C. Austin	Simeon Starbuck
Zenas Coffin	do	323	Hiram Bailey	C. G. & H. Coffin
<i>Falmouth, Mass.</i>				
Awashonks	Ship	353	Rufus Pease	Elijah Swift
Brunette	do	200	— Luce	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Indian Ocean ..	Apr. 30	June 2, 1843	<i>Bbls.</i> 498	<i>Bbls.</i> 1,755	<i>Lbs.</i> 13,600	Sold to New Bedford 1844.
Pacific Ocean ..	Aug. 2	Apr. 7, 1843	452	.....	.....
South Atlantic ..	June 10	May 28, 1841	343	1,876	.....
Indian Ocean ..	May 28	May 16, 1842	569	2,043	18,000	
do ..	June 10	Apr. 22, 1842	.....	1,120	.....
do ..	Sept. 10	May 26, 1842	430	Lost August 9, 1842, on Feejee Islands, with 700 sperm.
Pacific Ocean ..	Dec. 1	.....	.....	.....	.....
do ..	Dec. 14	Feb. —, 1844	1,125	1,719	18,000	Bought from New York.
do ..	Dec. 18	Apr. 22, 1843	291	1,618	18,000	
do ..	Nov. 4	June 10, 1843	848	1,000	8,000	Bought from Hudson 1840.
Indian Ocean ..	July 16	May 21, 1842	200	1,400	.....
Pacific Ocean ..	Aug. 21	Oct. 18, 1843	1,600	.....	.....
do ..	Dec. 4	Nov. 25, 1843	1,624	1,206	14,000	
Indian Ocean ..	July 6	June 18, 1842	266	1,456	.....
Pacific Ocean ..	Aug. 16	Mar. 18, 1844	1,050	1,250	12,000	Samuel Pittman, first mate, died 1843.
do ..	Nov. 22	July 13, 1844	1,517	130	.....
do ..	Jan. 6	Oct. 20, 1843	2,591	96	Condemned and broken up 1842. Sailed May 17, 1840; returned August 3, with 300 sperm; first and third mates sick; sailed again as given.
Indian Ocean ..	Sept. 3	July 17, 1842	519	744	.....
do ..	Aug. 11	Dec. 4, 1842	21	1,720	.....
New Zealand ..	Mar. 8	Aug. 24, 1843	543	1,989	Lost a boat's crew by a whale, 1841.
Indian Ocean ..	July 9	May 10, 1843	350	1,356	11,600	
do ..	Apr. 13	June 17, 1842	723	95	.....
Atlantic ..	Sept. —	May 9, 1841	600	.....	.....
South Atlantic ..	Apr. 2	Nov. 9, 1841	350	.....	.....
Atlantic ..	Aug. 20	Oct. 15, 1841	900	.....	.....
do ..	Sept. 15	Sept. 20, 1841	70	.....	.....
do ..	Oct. 10	Apr. 17, 1842	624	.....	.....
do ..	July 30	Oct. 17, 1841	220	.....	.....
do ..	May 11	June 7, 1841	30	.....	.....
do ..	Oct. 4	Jan. 1, 1842	260	.....	.....
Pacific Ocean ..	Sept. 8	June 23, 1844	1,953	Sold to New Bedford.
do ..	Feb. 2	Oct. 21, 1843	2,009	40	Sent home 250 bbls. sperm.
do ..	May 29	Dec. 6, 1843	1,986	.....	.....
do ..	Nov. 1	Oct. 14, 1844	1,458	Sold to New Bedford.
do ..	Dec. 20	Mar. 8, 1845	689	1,014	.....
do ..	Dec. 18	June 17, 1844	1,094	Bought from Hudson, 1839; mate, Alexander Swain, killed by a whale; Capt. Pinkham died at Pernambuco, April 17, 1844.
do ..	July 12	Apr. 6, 1844	2,140	.....	.....
do ..	Jan. 24	May 23, 1844	1,277	960	Lost on Atooi, Sandwich Islands, June 22, 1842, with 2,480 bbls. sperm, 80 bbls. whale. Sold to Fairhaven, 1844.
do ..	June 1	Apr. 16, 1844	1,641	60	.....
do ..	Sept. 17	Aug. 5, 1844	1,636	.....	.....
do ..	July 23	.....	.....	.....	.....
do ..	June 12	May 14, 1844	1,067	342	.....
do ..	Aug. 29	Mar. 14, 1844	1,336	1,334	Sent home 125 bbls. sperm; Capt. Davis left the ship at Rio Janeiro, sick. Built in 1840; sold to Fairhaven 1845.
do ..	Sept. 2	Feb. 17, 1845	1,225	.....	.....
do ..	Apr. 22	Feb. 29, 1842	2,413	Sent home 40 bbls. sperm.
do ..	Oct. 6	May 13, 1844	1,632	7	.....
do ..	May 28	Nov. 20, 1842	2,073	Sold to New Bedford 1844.
do ..	Sept. 8	Aug. 9, 1844	1,397	.....	.....
do ..	Oct. 18	Oct. 3, 1844	1,662	Sent home 300 bbls. sperm.
do ..	June 21	Feb. 17, 1844	2,241	24	.....
do ..	July 31	June 23, 1844	1,212	508	Sailed Aug. 20, but returned with mate sick.
do ..	May 14	Sept. 24, 1843	1,095	58	.....
do ..	Oct. 31	July 8, 1844	1,296	Sold to Col. Colt, the revolver manufacturer, taken to Washington, and blown to atoms with a torpedo of his invention.
do ..	Sept. 1	July 19, 1843	2,544	.....	.....
do ..	July 12	May 25, 1843	3,049	177	Sold to Col. Colt, the revolver manufacturer, taken to Washington, and blown to atoms with a torpedo of his invention.
do ..	July —	—, 1843	1,800	.....	.....
Atlantic ..	Aug. 11	May 28, 1842	300	20	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
<i>Falmouth, Mass.—Continued.</i>				
Bartholomew Gosnold.....	Ship.....	360	Abraham Russell	Ward M. Parker.....
George Washington.....	Bark.....	180	Lemuel Eldredge	Sanford Herendeen.....
Hobomok.....	Ship.....	412	Silas Jones	Oliver C. Swift.....
<i>Lynn, Mass.</i>				
Com. Preble.....	Ship.....	323	— Eldridge.....	F. S. Newhall.....
Ninus.....	do.....	260	— Ludlow.....	Isaiah Breed.....
<i>Newport, R. I.</i>				
Audley Clarke.....	Ship.....		H. Griswold	Bush & Clarke.....
Helen.....	Brig.....		James Price	William Price.....
Pocahontas.....	do.....		William Barker	Samuel Barker.....
William Lee.....	Ship.....		E. Gifford	J. S. Munroe.....
<i>Edgartown, Mass.</i>				
Athalia.....	Bark.....	162	— Sprague.....	Joseph Mayhew.....
Deborah.....	Brig.....	145	— Worth.....	do.....
Vineyard.....	Ship.....	381	— Crocker.....	Grafton Norton.....
<i>Holmes' Hole, Mass.</i>				
Pocahontas.....	Ship.....	341	— Smith.....	Thomas Bradley.....
William and Joseph.....	Brig.....	143	— Dexter.....	John Holmes.....
<i>Newburyport, Mass.</i>				
Merrimac.....	Ship.....	414	— Starbuck.....	Micajah Lunt.....
Navy.....	do.....	356	— Brook.....	Thomas Buntin.....
<i>Boston, Mass.</i>				
Creole.....	Bark.....	222	— Cook.....	Charles A. Brown.....
Cambrian.....	Brig.....	197	— Holmes.....	P. & S. Sprague & Co.....
<i>Hudson, N. Y.</i>				
Beaver.....	Ship.....	320	— Rogers.....	Barnard, Curtis & Co.....
Edward.....	do.....	274	— Daggett.....	do.....
<i>New London, Conn.</i>				
Armata.....	Ship.....	414	— Hull.....	Abner Bassett.....
Boteey.....	Schooner.....	113	— Noyes.....	Joseph Lawrence.....
Boston.....	Ship.....	291	— Pendleton.....	do.....
Com. Perry.....	do.....	270	— McLane.....	C. Chew & Co.....
Connecticut.....	do.....	398	— Crocker.....	Thomas W. Williams.....
Clematis.....	do.....	311	— Bailey.....	Williams & Barns.....
Columbia.....	do.....	492	— Smith.....	Havens & Smith.....
Candace.....	do.....	310	— Reed.....	do.....
Columbus.....	Brig.....	153	— Holt.....	Williams & Barns.....
Charles Henry.....	Ship.....	265	— Halsey.....	Havens & Smith.....
Ceres.....	Bark.....	176	— Bailey.....	William Tate.....
Electra.....	Ship.....	347	— Lax.....	William Williams, jr.....
Francis.....	Schooner.....			
Gen. Williams.....	Ship.....	446	— Bailey.....	Williams & Barns.....
Hand.....	Schooner.....	86	— Long.....	Havens & Smith.....
Julius Caesar.....	Ship.....	347	— Gibson.....	N. & W. W. Billings.....
John and Elizabeth.....	do.....	296	— Miller.....	Havens & Smith.....
Neptune.....	do.....	285	— Green.....	T. W. Williams.....
Pembroke.....	do.....	199	— Peabody.....	Joseph Lawrence.....
Shaw Perkins.....	Sloop.....	55	— Stroud.....	Havens & Smith.....
Superior.....	Sbp.....	406	— McLane.....	N. & W. W. Billings.....
Stonington.....	do.....	351	— Rice.....	Williams & Barns.....
Tenedos.....	Bark.....	245	— Chester.....	Joseph Lawrence.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean..	Jan. 1	—, 1843	Bbls. 1,800	Bbls. 600	Lbs.	Sold to New Bedford, 1843.
Atlantic .....	.....	—, 1840	.....	.....	.....	Gone two months; returned clean, leaky and was sold to New Bedford, 1840.
Pacific Ocean..	May 29	Mar. 14, 1844	2,200	.....	.....
Indian Ocean ..	July 30	June 2, 1842	260	2,600	.....
....do	Sept. 23	June 9, 1842	150	1,300	2,000	
Pacific Ocean..	Nov. 16	Aug. 30, 1844	1,400	.....	.....	Captain Griswold died, 1843.
North Atlantic	Aug. 23	Nov. 15, 1841	210	15	.....
....do	July 30	July 23, 1841	137	.....	.....
Pacific Ocean..	July 12	Feb. 23, 1844	600	1,100	11,000	
Atlantic	May 18	Apr. 2, 1841	190	.....	.....	Came home leaky.
....do	Oct. 17	Dec. 8, 1841	65	20	.....	Bought from Salem.
Pacific Ocean ..	Oct. 24	June 23, 1844	1,000	.....	.....
....do	Sept. 23	Dec. —, 1843	1,400	.....	.....
Atlantic	Aug. 13	.....	.....	.....	.....	Lost at sea Oct. 21, 1841; four men lost.
Pacific Ocean ..	July 28	Apr. 15, 1844	260	2,750	22,000	Captain Starbuck died, 1841.
....do	May 30	June 12, 1843	600	1,300	10,400	Sold to New Bedford.
South Seas	Dec. 10	Sept. 21, 1841	550	.....	.....
South Atlantic	Dec. 1	Apr. 23, 1842	420	.....	.....
Pacific Ocean ..	Jan. 31	May 16, 1843	270	1,800	.....
....do	Dec. 4	Apr. 3, 1845	800	800	2,000	Sold to New Bedford, 1845.
Indian Ocean ..	July 31	July 12, 1842	260	2,000	22,000	
Pacific Ocean ..	Aug. 14	June 8, 1842	.....	115	1,100	Also a large number of fur-skins.
Indian Ocean ..	June 22	May 26, 1841	.....	1,700	.....
South Seas	June 8	May 24, 1842	200	1,000	.....
....do	June 29	May 23, 1841	.....	1,600	.....
Indian Ocean ..	Aug. —	July 4, 1841	.....	2,800	.....
South Atlantic	July 9	May 6, 1842	100	4,000	.....
....do	Apr. 20	Apr. 30, 1842	.....	2,200	.....	Second mate, William Lacky, killed by a whale June, 1843.
Atlantic .....	.....	May 23, 1841	650	.....	.....
South Atlantic	Aug. 8	May 23, 1842	350	650	.....
....do	Oct. 19	July 2, 1842	80	1,220	.....
....do	June 1	June 1, 1841	240	1,460	.....	Sent home 60 sperm.
....do	Mar. —	Feb. —, 1841	.....	500	.....
....do	Dec. 7	Mar. 16, 1843	100	4,200	46,200	Encountered a heavy gale off Black Point L. I.; cut away masts and anchored Captain Bailey and five men drowned going ashore in a boat for help. Tender to the Columbia.
Indian Ocean ..	June 6	Apr. 30, 1842	150	.....	.....
....do	July 25	June 21, 1841	40	1,900	.....
....do	June 23	Apr. 27, 1842	75	2,350	.....
South Atlantic	Oct. 13	Apr. 15, 1842	650	1,450	.....
....do	May 23	June 26, 1841	.....	400	.....	Captain Peabody left the ship at Madagascar.
Indian Ocean ..	June 6	Apr. 16, 1842	120	.....	.....	Tender to Columbia.
South Atlantic	Sept. 29	July 3, 1842	150	2,750	.....
....do	Sept. 1	May 5, 1842	250	2,000	20,000	
....do	Oct. 12	Aug. 9, 1842	200	1,300	Bought from Boston.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage	Captain.	Managing owner or agent.
1840.				
<i>Bag Harbor, N. Y.</i>				
Acesta	Ship	296	Sylvester P. Smith	Mu'ford & Sleight
American	do	283	— Cooper	S. & B. Hunting & Co
Camillus	Bark	345	Ezekiel H. Howes	Charles T. Dering
Concordia	do	287	— Woodward	Thomas Brown
Gem	Ship	326	T. B. Worth	Hunting Cooper
Huron	do	297	— Greene	Luther D. Cook
Henry	do	333	John Sweeney	Samuel L'Hommedieu
Hantibal	do	311	Lewis L. Bennett	S. & B. Hunting & Co
Hamilton	do	322	— Ludlow	Charles T. Dering
Hamilton, 2d	do	455	D. Hand	Mulford & Sleight
Monmouth	do	273	— Sayre	—
Marcus	do	283	David Loper	N. & G. Howell
Nimrod	do	286	— Barnes	C. T. Dering
Ontario	do	368	— Green	S. & B. Hunting & Co
Phenix	do	314	— Briggs	L. D. Cook
Remulus	do	235	— Rogers	Mulford & Howell
Xenophon	do	384	— Halsey	Mulford & Sleight
<i>New Suffolk, N. Y.</i>				
Noble	Bark	274	James Sayer	Ira B. Tuthill
<i>Warren, R. I.</i>				
Boy	Ship	252	— Barton	N. M. Wheaton
Crawford	Brig	126	— Huttleston	J. & D. K. Luther
Franklin	Bark	240	— Barton	Samuel Barton
Hoogley	Ship	297	— Nye	John R. Wheaton
Jane	do	371	— Eddy	S. P. Child
Luminary	do	432	— Price	Joseph Smith, jr., & Co
Magnet	do	355	— Champlin	do
Philip Table	do	405	— Jenney	Driscoll & Child
Warren	do	382	— Cleveland	J. Smith, jr., & Co
<i>Salem, Mass.</i>				
Bengal	Ship	304	— Jackson	John B. Osgood
Emerald	Bark	271	— Brown	S. C. Phillips
Izette	Ship	275	— Hall	J. B. Osgood
Mount Wollaston	do	325	— Rose	do
<i>Stonington, Conn.</i>				
Bolton	Bark	220	— Pendleton	Charles P. Williams
Enterprise	Brig	95	— Greene	do
Henry	do	96	— Pendleton	William Pendleton
Mercury	do	305	— Gray	C. T. Stanton
Rebecca Groves	Brig	129	— Hubbard	G. Trumbull
Thomas Williams	Ship	340	— Manwaring	C. P. Williams
<i>Bridgeport, Conn.</i>				
Atlantic	Ship	291	— Jennings	Samuel H. Ford
Harvest	Bark	263	— Godbee	do
<i>Westport, Mass.</i>				
Dr. Franklin	Bark	171	— Francis	Job Davis
Emma	do	246	— Davis	Abner Tripp
Elizabeth	Brig	107	— Cook	David Coffin
Juno	do	166	— Sowle	A. B. Gifford
Leader	Bark	170	— Ball	Job Davis
Thos. Winslow	Brig	138	Elihu Russell, jr.	Thomas W. Mayhew
United States	Bark	217	— Hicks	Andrew Hicks
<i>Bristol, R. I.</i>				
America	Bark	257	— Richmond	Henry Wardwell
Essex	do	200	— Devel	Lemuel C. Richmond
Gov. Hopkins	Brig	111	— Waldron	William R. Taylor
Sarah Lee	Ship	235	— Bly	W. H. D'Wolf
Troy	Brig	156	— Morris	Thomas Church

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Seas.....	Oct. 11	Aug. 13, 1841	.....	2,000	14,900	
New Zealand...	Aug. 11	May 16, 1842	200	2,250	.....
Atlantic.....	Oct. 15	Dec. 6, 1841	901	1,409	11,377	
Indian Ocean...	Nov. 28	Apr. 9, 1842	250	1,100	800	
South Atlantic.	Aug. 28	July 19, 1841	50	2,250	14,690	
do.....	Sept. 1	June 11, 1842	550	450	.....	Bought from Hudson.
do.....			154	1,900	14,358	
Indian Ocean...	Aug. 25	June 26, 1841	60	1,65	9,459	
Pacific Ocean...	July 2	July —, 1843	700	1,600	.....
South Seas.....	Dec. 3	July 14, 1843	340	3,700	.....	Returned once; damaged in a gale.
South Atlantic.	Aug. 4	June 19, 1841	.....	1,850	.....
do.....	June 15	Sept. 24, 1841	83	904	4,070	
do.....	July 9	July 19, 1841	110	1,550	13,419	
do.....	Sept. 1	May 22, 1842	500	2,200	.....
New Zealand...	July 10	May 26, 1842	500	2,100	17,000	
South Atlantic.	July 8	May 9, 1842	500	1,200	8,000	
do.....	Aug. 12	Nov. 24, 1842	100	2,000	.....	Broken up after this voyage.
South Atlantic.	Mar. 15	June 2, 1841	260	1,200	6,945	
Pacific Ocean...	Apr. 28	Aug. 12, 1843	1,450	.....	.....
Western Isl'ds.	Apr. 13	May 28, 1841	Clean	.....	.....
Indian Ocean...	Oct. 25	May 10, 1843	800	.....	.....
do.....	Nov. 13	Oct. —, 1843	1,300	60	.....
Pacific Ocean...	Mar. 8	May —, 1843	400	1,600	12,800	
do.....	Jan. 7	June —, 1843	300	2,200	20,000	
do.....	Jan. 1	Mar. 1, 1843	1,900	1,600	.....
do.....	July 23	Apr. 30, 1843	500	1,100	16,000	
do.....	Aug. 26	Apr. 6, 1843	600	2,050	33,000	Sold 100 sperm, 800 whale, at Valparaiso. Sold 1,350 whale at Rio Janeiro.
Indian Ocean...	July 24	Mar. 26, 1844	1,800	.....	.....
do.....	May 2	Feb. 26, 1843	400	1,100	8,800	
do.....	May 2	June 19, 1842	900	1,100	.....
do.....	June 24	June 11, 1843	400	700	5,600	Sold 1,200 whale at Rio Janeiro. Sold to —, 1843.
Pacific Ocean...	June 8	May 10, 1843	1,000	450	3,600	
do.....	Sept. 3	.....	.....	.....	.....
South Atlantic.	July 6	.....	.....	.....	.....
do.....	Dec. 3	Apr. 13, 1842	300	1,900	17,000	
do.....	Aug. 21	May 26, 1842	.....	.....	.....
South Seas.....	Aug. 25	Mar. 19, 1842	280	2,720	.....
South Seas.....	Sept. —	July 23, 1841	.....	1,700	.....
do.....	Aug. 4	May 25, 1842	150	2,050	.....
Atlantic.....	Sept. 6	June 19, 1841	732	.....	.....
do.....	Dec. 23	May 13, 1842	508	53	.....
do.....	June —	Nov. 1, 1840	150	.....	.....
do.....	Aug. 9	Nov. 5, 1841	390	14	.....
do.....	May 2	Nov. 25, 1841	500	.....	.....
do.....	Aug. 7	July 30, 1841	585	7	.....
Pacific Ocean...	Oct. 10	June —, 1843	700	.....	.....
Pacific Ocean...	Oct. 7	July 2, 1844	500	900	9,000	
Atlantic.....	July 4	Nov. 5, 1841	450	15	Sold to New Bedford, 1844. Returned once, having lost her mainmast; Captain Daggett left the ship, sick, and Devol took charge.
do.....	Sept. 23	May 28, 1841	240	
do.....	Oct. 31	Oct. 21, 1841	80	40	
do.....	July 25	Sept. —, 1841	420	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
<i>Poughkeepsie, N. Y.</i>				
Elbe	Ship	333	— Merrilow	David S. Sherman
N. P. Tallmadge	do	370	— Coffin	do
New England	do	375	— Howland	do
Vermont	Bark	292	— Almy	do
<i>Mytic, Conn.</i>				
Aeronaut	Ship	265	— Mallory	Charles Mallory
Bingham	do	375	— Destin	do
Meteor	do	325	— Lester	J. & W. P. Randall
Tampico	Brig	99	— Clift	C. Mallory
Uxor	do	96	— Mitchell	do
<i>Stippican, Mass.</i>				
Popmunnett	do	184	— Flanders	do
Quito	do	140	do	do
Solon	do	129	— Wing	N. E. Bates
<i>Fall River, Mass.</i>				
Ann Maria	do	196	— Carr	John Eddy
Montezuma	do	196	— Randall	M. S. F. Tobey
Pleiades	Bark	261	— Allen	do
Taunton	Brig	103	— Cummings	William Coggeshall
<i>Wareham, Mass.</i>				
George Washington	Ship	374	—	E. Thompson
Inga	Brig	169	— Cudworth	M. S. F. Tobey
Meridian	do	73	— Derriek	do
<i>Plymouth, Mass.</i>				
Exchange	Schooner	99	— Dexter	R. W. Holmes
Fortune	Bark	275	—	Isaac L. Hedge
James Munroe	Brig	115	— Dyke	Northam & Fearing
Mercury	Schooner	74	— Luce	Isaac Barnes, jr.
Maria	do .....	...	— .....	do
<i>Greenport, N. Y.</i>				
Bayard	Ship	339	Francis Sayre	H. & N. Corwin
Magellan	Brig	91	— Lax	do
Roanoke	Ship	251	Benjamin Glover, jr.	Wiggins & Parsons
Seraph	Brig	174	George W. Corwin	Samuel Lamson
Washington	Ship	236	Robert N. Wilbur	Wiggins & Parsons
<i>Provincetown, Mass.</i>				
Fairy	Brig	180	— Ginn	Abraham Small
Franklin	do	173	— Soper	Robert Soper
Phenix	do	156	— Small	Leonard Small
1841.				
<i>New Bedford, Mass.</i>				
Addison	Ship	496	Thomas West	Isaac B. Richmond
Ann	do	361	— Almy	Howland & Hussey
Alex. Barclay	do	465	— Fish	J. A. Parker & Son
Archer	Ship	322	— Ricketson	Tobey & Ricketson
Agate	Brig	81	— Landre	Pope & Morgan
Ann Alexander	Ship	253	— Taber	George Howland
Balsana	do	301	Richmond Manchester	J. & J. Howland
Bramin	Bark	245	— Taber	Gideon Allen
Charles	Ship	220	— Gardner	Samuel Rodman
Charles W. Morgan	do	351	— Norton	Charles W. Morgan
Chase	Bark	153	— West	Barton Ricketson
Cora	do	230	— Baker	Ivory H. Bartlett
Canton	Ship	409	— Lucas	Charles E. Tucker
Canton Packet	Bark	274	— Shearman	I. H. Bartlett

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	July 10	Lost in Cook's Straits, December 13, 1841.
....do	Oct. 22	Mar. 22, 1843	180	2,500	25,000	
....do	Jan. 1	May —, 1843	1,300	700	700	
Indian Ocean ..	Dec. 10	July —, 1843	350	2,500	20,000	Sold to Mystic.
South Atlantic ..	June 6	Mar. 5, 1843	225	2,075	Sold 400 whale at Pernambuco.
....do	July 10	June —, 1842	450	1,550	.....
....do	Aug. 10	May 9, 1843	100	2,300	.....
....do	June 23	Condemned at Saint Catharinae, March, 1841. Sent home 100 sperm.
....do	July 22	Jan. 1, 1841	400	Elephant-oil.
....do	May 11	Oct. 20, 1841	400	
....do	July 8	Nov. 3, 1841	350	.....	.....
....do	July 30	Sept. —, 1842	40	20	.....
Indian Ocean ..	May 11	June 9, 1841	500	700	Returned once leaky.
....do	June 1	Oct. 3, 1840	413	224	Belongs to Wareham. Condemned 1840.
Indian Ocean ..	Aug. 15	Sept. 11, 1842	.....	2,032	.....
Atlantic	Nov. 30	
Pacific Ocean ..	Apr. 21	— —, 1844	Probably full.
Atlantic	Apr. —	Apr. 7, 1841	669	12	.....
....do	Aug. 27	June 22, 1841	60	.....	.....
Atlantic Ocean	June 7, 1841	19	150	
....do	Sept. 22	— —, 1844	.....	.....	.....
Atlantic	Feb. 21	June 27, 1841	100	.....	.....
....do	Apr. 30	Nov. 25, 1840	Clean	.....	.....
....do	Apr. 28	.....	.....	.....	.....
South Atlantic ..	Aug. 5	Aug. 6, 1841	200	1,490	7,432	Condemned at Pernambuco.
....do	June 5	.....	.....	.....	.....
....do	Aug. 3	Apr. 18, 1841	150	1,650	12,028	
Atlantic	July 10	June 4, 1841	180	315	3,000	
South Atlantic ..	Aug. 6	Aug. 19, 1841	130	1,123	9,500	
Atlantic	Apr. —	Sept. 23, 1840	580	
....do	Mar. 3	Sept. 15, 1840	700	.....	.....
....do	Mar. 27	Sept. 23, 1840	670	.....	.....
Indian Ocean ..	June 3	Aug. 31, 1845	750	1,000	10,000	Built 1839. Lost on Timor 1842.
Pacific Ocean ..	Sept. 29	.....	.....	4,200	.....
....do .....	.....	— —, 1845	.....	.....	.....
....do	July 26	Feb. 17, 1845	1,400	1,100	11,000	Bought from Philadelphia 1841.
Atlantic	May 1	Jan. 30, 1842	150	.....	.....
Pacific Ocean ..	Oct. 25	June 12, 1845	1,700	Captain Taber left the ship in 1842, sick. Sent home 650 pounds bone.
....do	Nov. 12	May 20, 1845	1,700	63	500	
....do	Dec. 25	Aug. 9, 1845	200	800	3,000	
....do	May 21	Nov. 16, 1844	1,300	Formerly a brig. Altered 1841. Withdrawn from the service 1845.
....do	Sept. 4	Jan. 1, 1845	1,600	800	10,000	
Atlantic	June 12	Oct. 12, 1842	492	8	.....
Pacific Ocean ..	Sept. 2	Nov. 22, 1845	500	500	4,000	
....do	Nov. 9	Aug. 26, 1842	2,500	
....do	Dec. 12	Feb. 17, 1845	2,100	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
<i>New Bedford, Mass—Continued.</i>				
Clarice	Bark	237	— Dexter	C. W. Morgan
Condor	Ship	349	— Norton	do
Dartmouth	do	336	— Whimpeny	I. Howland, jr., & Co.
Elizabeth	do	339	H. F. Eastham	T. & A. R. Nye
Emeline	Brig	98	— Wood	Barton Ricketson
Endeavour	Bark	252	— Weeks	William H. Stowell
Franklin	Ship	333	Washington Walker	Ab'm H. Howland
Florida	do	330	— Cunningham	Edw. C. Jones
General Pike	do	313	— Tobey	William Gifford
George and Susan	do	356	— Howland	George Howland
George Washington	Bark	330	Alex. Hathaway	Levi L. Crane
Golconda, 2d	Ship	359	— Smith	William H. Stowell
Gratitude	do	337	— Stetson	Ireneus Gooding
Good Return	do	376	— Taber	H. Taber & Co
Gov. Troup	do	430	G. H. Jenney	E. C. Jones
Harrison	do	371	J. R. L. Smith	William H. Stowell
Honqua	do	339	— Holley	Alexander Gibbs
Hydaspe	do	313	Francis Post	Daniel Wood
Huntress	do	391	— Taber	Alfred Gibbs
Hope 2d	do	295	— Robinson	Wilcox & Richmond
Hope	Bark	186	— Brownell	William Watkins
Isabella	Ship	411	— Howland	Jas. H. Howland
Israel	do	357	— Little	Walter S. Spooner
Java	do	295	William Shockley	George Howland
John Adams	do	268	— Bradford	Jereh Perry
John and Edward	do	318	Barz. N. Hudson	Wilcox & Richmond
Junior	do	378	— Hathaway	D. R. Greene & Co
Julian	do	356	— Mayhew	Hathaway & Luce
Katusoff	do	415	—	do
Lagoda	do	341	— Maxfield	Jona. Bourne, jr.
Lewis	Bark	281	— Tallman	J. D. Thompson
L. C. Richmond	Ship	341	— Luce	Daniel Wood
Laurel	Brig	119	— Smith	I. H. Bartlett
Margaret Scott	Ship	307	— Smith	S. & W. Ingalls
Mars	Bark	270	— Brownell	Charles R. Tucker
Mayflower	Ship	350	— Gifford	John C. Haskell
Mercury	do	340	Dennis F. Haskell	I. Howland, jr., & Co
Messenger	do	291	Peter Butler	John R. Thornton
Montezuma	do	436	— Tower	West & Paine
Maria	Bark	202	— Raymond	Samuel W. Rodman
Metacom	Ship	360	— Reynolds	J. B. Wood & Co
Nussau	do	408	— Weeks	Jereh Perry
Nile	do	322	Edwin F. Cook	Hathaway & Luce
Newton	Bark	283	— Sawyer	Isalah Burgess
Octavia	do	257	Isaac C. Howland	Gideon Allen
Pantheon	do	271	— Taber	Jona. Bourne, jr.
Peri	do	191	— Russell	Rodney French
Phocion	Ship	286	— Corey	Richard A. Palmer
Robert Edwards	do	356	— Burgess	J. & J. Howland
Roussseau	do	306	John E. Brayton	George Howland
Rajah	Bark	250	— West	Isalah Burgess
Russell	do	302	Frederick A. Stall	Howland & Hussey
Selma	Ship	269	— Luce	George O. Crocker & Co
Susan	do	261	Weston Howland	Ab'm H. Howland
Sam. Robertson	do	421	— Warner	Andrew Robeson
Swift	do	321	— Fisher	Thomas S. Hathaway
Smyrna	Bark	319	— Miller	Barton Ricketson
Stophania	Ship	315	— Collins	R. A. Palmer
Two Brothers	do	288	— Tinkham	J. R. Greene & Co
Wilmington and Liverpool Packet	do	364	Gilbert Place	J. A. Parker, & Co
Zoroaster	Brig	150	— Seabury	Pardon G. Seabury

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic.	Dec. 7	Aug. 13, 1845	—	633	—	Sold 220 sperm.
New Holland ..	Oct. 9	Mar. 10, 1844	150	2,450	14,000	
Pacific Ocean ..	Feb. 20	June 17, 1844	1,300	600	0,000	
Indian Ocean ..	June 7	May 6, 1844	600	500	12,000	Sold 1,000 barrels whale at Bahia.
Atlantic	July 12	Sept. 28, 1843	10	5	—	Captain Wood's boat was stove by a whale, and he died from exhaustion before help reached them. Brig <i>Emeline</i> withdrawn from the service 1843.
Indian Ocean ..	June 22	June —, 1843	1,300	600	4,800	
Pacific Ocean ..	June 23	Nov. 23, 1842	22	2,314	—	
Indian Ocean ..	Sept. 14	July —, 1843	600	2,300	18,400	
do	July 1	Feb. 26, 1843	600	900	7,000	
Pacific Ocean ..	Oct. 17	July 12, 1845	1,600	—	—	
Atlantic	Mar. 25	Dec. 8, 1842	334	—	—	
Pacific Ocean ..	June 30	July 21, 1844	750	2,300	17,000	
do	Apr. 25	Apr. 7, 1845	1,150	1,050	9,000	Bought from Boston 1841.
New Holland ..	Oct. 21	May 3, 1844	100	3,000	—	
do	Nov. 4	Apr. 25, 1844	170	3,250	30,000	First mate, Edward Harris, died April, 1843, from effects of a fall down after hatchway. Built at Mattapoisett, 1841.
Pacific Ocean ..	July 28	Feb. 23, 1845	—	—	—	
do	July 12	June 20, 1843	450	2,400	28,800	
do	Apr. 24	Apr. 14, 1845	850	850	6,000	
Indian Ocean ..	Aug. 20	Mar. 6, 1844	400	2,500	20,000	First mate, Eben. Peck, taken out of his boat by a line and lost. Sold 100 barrels whale at Hobart Town.
do	Sept. 14	Mar. 5, 1844	300	1,500	15,000	
Atlantic	Mar. 16	Nov. 14, 1842	500	—	—	
Pacific Ocean ..	July 22	May 19, 1845	2,700	6	—	
Atlantic	June 29	Sept. 9, 1843	300	1,900	32,000	
Indian Ocean ..	June 10	Apr. 22, 1843	180	2,250	22,500	Bought from Boston 1841.
do	July 1	May —, 1844	1,000	300	2,500	
do	May 19	July 19, 1844	400	830	6,000	
Pacific Ocean ..	Sept. 18	Mar. 11, 1844	1,150	1,600	16,000	
New Holland ..	Dec. 12	May 31, 1844	3,000	250	27,000	
do	Nov. 11	—	—	—	—	Sent home 10,000 pounds bone.
New Holland ..	Oct. 9	Sept. —, 1843	600	2,100	17,000	
Indian Ocean ..	Nov. 6	July 9, 1844	450	350	3,200	
Pacific Ocean ..	June 6	Oct. 31, 1844	2,200	—	—	Samuel Pent, second mate, died on passage home.
Atlantic	Mar. 12	Nov. 8, 1841	173	7	—	Withdrawn, 1843.
Pacific Ocean ..	Jan. 9	Apr. 15, 1844	850	1,350	18,000	Bought from Portsmouth.
do	June 6	Aug. 12, 1845	1,500	340	—	Formerly a brig; bought from New York, 1841.
Atlantic	July 11	Apr. 11, 1844	50	2,400	18,000	Second mate, Thomas Dunham, fell overboard and was drowned November 4, as the ship was leaving Lahaina.
Pacific Ocean ..	May 25	Aug. 1, 1844	1,600	—	—	
Indian Ocean ..	June 2	May 10, 1843	350	1,650	13,200	
Pacific Ocean ..	Aug. 29	May 5, 1844	450	3,150	—	
Atlantic	Jan. 1	Oct. —, 1843	500	—	—	
Pacific Ocean ..	Nov. 6	Sept. 20, 1845	2,000	—	—	
do	Sept. 6	Sept. 16, 1845	1,100	1,700	20,000	
do	May 30	June 23, 1844	1,500	60	6,000	
Indian Ocean ..	June 20	Oct. 10, 1843	300	1,500	12,000	
do	June 25	June 30, 1843	330	1,000	8,000	
Pacific Ocean ..	June 9	Feb. 25, 1845	800	600	6,000	Bought from New York 1841.
do	Dec. 12	July 19, 1843	850	—	—	
Indian Ocean ..	Aug. 4	July 24, 1843	80	1,120	8,960	
Pacific Ocean ..	July 2	Dec. 14, 1844	2,250	—	—	
do	Apr. 24	Feb. 17, 1845	1,300	1,000	10,000	
do	Aug. 8	July 7, 1844	750	800	8,000	Sold to Westport 1844.
do	May 19	May 19, 1845	800	700	7,000	
do	July 31	—	—	—	—	Burned at sea, September 9, 1841.
do	May 6	Apr. 3, 1845	900	1,000	10,000	Bought from Boston 1841.
do	Oct. 22	Mar. 13, 1846	1,200	—	—	Sold to Fairhaven 1846.
do	Dec. 22	May 11, 1845	1,000	1,300	13,000	
do	Dec. 20	June 23, 1845	1,00	—	—	Captain Miller fell overboard and died from exhaustion after his rescue.
Indian Ocean ..	Nov. 18	Mar. —, 1844	200	2,100	21,000	
do	Nov. 18	Feb. 27, 1844	1,250	850	6,400	
Pacific Ocean ..	Dec. 22	—	350	1,500	—	Condemned at Sandwich Islands, 1845; oil shipped home. Sent home 5,830.
Atlantic	Mar. 4	Nov. 12, 1841	380	14	—	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
<i>Nantucket, Mass.</i>				
Aurora.....	Ship.....	346	Frederick S. Coffin.....	T. & P. Macy.....
American.....	do.....	339	Alexander Coffin.....	Daniel Jones.....
Columbia.....	do.....	329	George Joy.....	C. G. & H. Coffin.....
Christopher Mitchell.....	do.....	387	William Keene.....	C. Mitchell & Co.....
David Paddock.....	do.....	352	John Hussey, jr.....	Daniel Jones.....
Edward Cary.....	do.....	353	John Tobey.....	Jas. Athearn.....
Elizabeth Starbuck.....	do.....	381	Henry Bigelow.....	Levi Starbuck.....
Foster.....	do.....	317	John C. Congdon.....	R. Mitchell & Sons.....
Franklin.....	do.....	246	Shubael Ray.....	Jas. Athearn.....
Ganges.....	do.....	315	George Pitman.....	David Joy.....
Hero.....	do.....	313	William S. Chase.....	Jos. Starbuck.....
Howard.....	do.....	364	Alexander Bunker.....	Timothy Hussey.....
John Adams.....	do.....	296	Isaac Stockman.....	David Joy.....
Japan.....	do.....	332	Benjamin F. Riddell.....	Barker & Athearn.....
Levi Starbuck.....	do.....	376	Jos. P. Nye.....	Levi Starbuck.....
Martha.....	do.....	273	William Baxter.....	William R. Easton.....
Monticello.....	do.....	35	Benjamin Coggeshall.....	John H. Shaw.....
Massachusetts.....	do.....	340	Seth Nickerson.....	George C. Gardner.....
Montano.....	do.....	38	Roswell M. Coon.....	Barker & Athearn.....
Nantucket.....	do.....	350	George W. Gardner.....	H. G. O. Dunham.....
Navigator.....	do.....	373	Elihu Fisher.....	Matthew Crosby.....
Narragansett.....	do.....	198	Charles W. Coffin.....	Christopher Wyer.....
Orion.....	do.....	354	James Nichols.....	Frederick Hussey.....
Ohio.....	do.....	361	Vernamus Smith.....	Chris. Wyer.....
Obed. Mitchell.....	do.....	354	Elihu Coffin.....	Aaron Mitchell.....
Primrose.....	Schooner.....	—	Narbeth.....	William Bartlett.....
Potomac.....	Ship.....	356	Isaac B. Hussey.....	T. & P. Macy.....
Penobscot.....	Brig.....	138	— Carr.....	A. W. Starbuck.....
Susan.....	Ship.....	348	Reuben Russell.....	Aaron Mitchell.....
Three Brothers.....	do.....	384	Jos. Mitchell, 2d.....	G. & M. Starbuck & Co.....
Tylceston.....	Brig.....	111	— Brown.....	David Thulin.....
United States.....	Ship.....	372	Calvin B. Worth.....	Barrett & Upton.....
<i>Fairhaven, Mass.</i>				
Acushnet.....	Ship.....	359	— Pease.....	Bradford, Fuller & Co.....
Adeline Gibbs.....	do.....	381	— Baylies.....	Gibbs & Jenney.....
Amazon.....	do.....	318	— Clarke.....	Nathan Church.....
Clifford Wayne.....	do.....	305	— Crowell.....	E. Sawin.....
Cadmus.....	do.....	330	— Mayhew.....	Atkins Adams.....
Columbus.....	do.....	382	— Fish.....	Gibbs & Jenny.....
Friendship.....	do.....	366	— Taber.....	do.....
George.....	do.....	360	— Swift.....	Fish & Hattlestone.....
Harvest.....	Bark.....	314	— Hale.....	Jabez Delano, jr.....
Heroine.....	Ship.....	337	— Smith.....	Nathan Church.....
Hesper.....	Bark.....	28	— Handy.....	L. Jenny and J. Tripp.....
Isabella.....	do.....	243	— Netcher.....	E. Sawin.....
Java.....	Ship.....	294	— Lane.....	Atkins Adams.....
Lagrange.....	Bark.....	200	— Stetson.....	do.....
Marcia.....	Ship.....	315	— Mosher.....	E. Sawin.....
Martha.....	do.....	29	— Sayer.....	Nathan Church.....
Oregon.....	do.....	339	— Shoarman.....	L. C. Tripp.....
Sharon.....	do.....	354	— Norris.....	Gibbs & Jenney.....
William & Henry.....	do.....	261	— Benjamin.....	I. F. Terry.....
<i>New London, Conn.</i>				
Ann Maria.....	Ship.....	368	— Middletown.....	Havens & Smith.....
Atlas.....	do.....	299	— Middleton.....	Joseph Lawrence.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Ebbs.</i>	<i>Ebbs.</i>	<i>Lbs.</i>	
Pacific Ocean ..	May 13	Dec. 9, 1844	1,801	.....	.....
.....do	Dec. 1	July 10, 1845	1,890	.....	.....
.....do	Sept. 4	Dec. 2, 1845	1,600	.....	.....	New this voyage; built at East Boston.
.....do	Oct. 25	June 24, 1845	1,250	.....	.....	First and second mates, boat-steerers, and nearly all the crew left the ship at Bay of Islands.
.....do	Oct. 7	Oct. 16, 1845	882	17	.....	New this voyage; built at Rochester.
.....do	Sept. 26	July 23, 1845	1,559	32	.....	Built at Rochester 1841.
.....do	Aug. 31	Aug. 10, 1845	1,101	.....	.....	Sent home 116 sperm.
.....do	July 28	Sept. 1, 1845	1,431	.....	.....
.....do	Aug. 11	Apr. 3, 1845	1,441	16	.....	Captain Ray died on the voyage. Henry Starbuck took command.
.....do	July 28	May 20, 1845	732	476	.....	Rebuilt and enlarged at Brant Point.
.....do	Sept. 29	Feb. 23, 1846	830	.....	.....
.....do	Nov. 1	June 8, 1845	1,96	2	.....
.....do	Aug. 31	June 24, 1845	540	.....	.....	Captain Stockman died; — Thompson took command.
.....do	Sept. 17	June 10, 1845	1,590	.....	.....
.....do	May 26	Mar. 31, 1845	850	865	.....
.....do	July 28	June 17, 1845	1,057	276	.....	Captain Barter left the ship at Zanzibar and came home; Richard C. Gibbs took command.
.....do	Aug. 2	July 15, 1845	2,431	.....	.....	New this voyage; built at Mattapoisett.
.....do	Aug. 26	Mar. 24, 1845	1,251	1,382	12,000	Do.
.....do	Dec. 25	Apr. 10, 1845	1,461	442	.....
.....do	June 16	May 12, 1845	1,271	1,326	.....	Peter F. Swain, 2d mate, taken out of his boat by a foul line January 21, 1842.
.....do	Aug. 21	May 7, 1845	1,737	240	.....	New this voyage; built at Medford.
.....do	Nov. 7	Oct. 25, 1845	2,25	.....	.....	New this voyage; built at Rochester.
.....do	July 5	Nov. 14, 1844	2,040	169	1,000	
.....do	July 18	May 3, 1845	2,800	20	.....
.....do	Sept. 4	May 10, 1845	1,181	2	.....	Sold to New Bedford.
Atlantic	July 8	.....	.....	.....	.....	Lost near Trinidad, May, 1842; had 280 sperm.
Pacific Ocean ..	Nov. 12	May 4, 1845	2,354	.....	.....	Built at Mattapoisett; new this voyage.
Atlantic	Sept. 26	May 17, 1845	101	.....	.....
Pacific Ocean ..	Dec. 9	May 27, 1846	631	1,405	12,000	
.....do	July 12	Nov. 6, 1845	2,151	22	.....
Atlantic	June 17	Sept. 5, 1842	2,20	.....	.....
Pacific Ocean ..	Nov. 12	Oct. 16, 1845	1,421	10	.....
Pacific Ocean ..	Jan. 3	May 13, 1845	851	1,350	13,500	Built 1840
.....do	Sept. 6	July 29, 1845	2,101	.....	.....
.....do	Sept. 21	June 17, 1845	601	1,300	8,000	
Indian Ocean ..	Mar. 25	July 23, 1845	1,404	.....	.....
Pacific Ocean ..	Nov. 11	.....	.....	.....	.....	Lost on Cadmus Island August 3, 1842.
Indian Ocean ..	Aug. 16	Sept. —, 1843	501	2,000	20,000	
Pacific Ocean ..	Dec. 6	Apr. 9, 1844	301	2,500	24,000	
.....do	Jan. 3	July 9, 1844	1,701	.....	.....
.....do	Sept. 1	Aug. 15, 1843	501	1,750	.....	Sold 210 sperm on voyage.
New Holland ..	May 30	Mar. 23, 1843	351	2,200	17,600	
New Zealand ..	July 15	June 16, 1844	1,901	.....	.....
Pacific Ocean ..	Nov. 7	Aug. —, 1845	1,150	.....	.....	Withdrawn 1847.
.....do	Aug. 14	May 8, 1845	2,101	.....	.....
Indian Ocean ..	June 12	Apr. 16, 1845	501	.....	.....
.....do	Dec. 22	Apr. 19, 1844	101	2,800	26,000	Sold to New Bedford 1844.
Pacific Ocean ..	Oct. 10	Aug. 4, 1845	601	1,000	10,000	
.....do	July 12	Mar. 31, 1845	1,301	1,200	12,000	
.....do	May 25	Feb. 10, 1845	900	1,050	9,000	Put into Sydney December 22, 1842, the crew having mutinied and killed Captain Norris.
.....do	Apr. 14	Oct. 22, 1841	501	2	.....	Returned in consequence of sickness among the officers.
.....do	Nov. 15	—, 1845	.....	.....	.....	Bought from Salem.
Indian Ocean ..	May 18	Lost off Saint Paul's August 30, 1842; run into by French ship Ajax.
South Atlantic	Aug. 23	Lost at Two People's Bay August 29, 1842.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
<i>New London, Conn.—Continued.</i>				
Avis	Ship	299	Pendleton	Joseph Lawrence
Boston	Bark	291	Hamsted	do
Chelsea	Ship	396	Potts	Havens & Smith
Clematis	do	311	Benjamin	Williams & Barnes
Clement	Bark	279	Pendleton	Jos. Lawrence
Cervantes	do	232	Brown	Benjamin Brown
Connecticut	do	398	Crocker	Frink, Chew & Co
Columbus	Brig	159	Holt	Williams & Barnes
Electra	Ship	348	Ward	do
Flora	do	33	Mayhew	N. & W. W. Billings
Friends	do	403	Brown	Benjamin Brown
Francis	Brig	98	Holland	Havens & Smith
Georgia	Ship	344	Hull	Lyman Allyn
Iris	Bark	245	Douglas	Frink, Chew & Co
Jones	do	336	Sisson	Havens & Smith
Julius Caesar	Ship	347	Gibson	N. & W. W. Billings
Jason	do	335	Skinner	Frink, Chew & Co
Mentor	do	460	Chester	Benjamin Brown
Montezuma	do	424	Baker	Williams & Barnes
Phoenix	do	404	Slate	N. & W. W. Billings
Palladium	do	342	Prentiss	Frink, Chew & Co
Pembroke	Bark	199	Church	Jos. Lawrence
Peruvian	Ship	388	Brown	Fitch & Leonard
Pacific	Schooner	96	Harris	Havens & Smith
Somerset	Brig	134	Beck	William Beck
White Oak	Bark	292	Fitch	Daniel Fitch
William C. Nye	Ship	389	Buddington	N. & W. W. Billings
<i>Westport, Mass.</i>				
Barclay	Bark	167	Macomber	Davis & Corey
Champion	do	209	Sowle	Andrew Hicks
Dr. Franklin	do	171	Francis	Job Davis
Elizabeth	Brig	107	Cook	A. B. Gifford
Mexico	do	130	Smith	Davis & Corey
President	Bark	167	Southworth	Andrew Hicks
Theophilus Chase	do	168	Baker	Henry Wilcox
Thos. Winslow	Brig	136	Manchester	Thos. W. Mayhew
<i>Provincetown, Mass.</i>				
Belle Isle	Schooner	104	Cook	Ebon Cook
Fairy	Brig	186	Ginn	Abraham Small
Franklin	do	172	Soper	Robert Soper
Gem	do	162	Fluker	Timothy P. Johnson
John B. Dods	do	163	Prior	E. S. Smith
Phoenix	do	150	Small	Leonard Small
Spartan	Bark	188	James	Step. Nickerson
Samuel and Thomas	Brig	191	Soper	Samuel Soper
William Henry	do	111	Ryder	G. Ryder
<i>Mattapoisett, Mass.</i>				
Annawans	Brig	159	Pool	Seth Freeman
Edward	do	133	Mayhew	Wilson Barstow
Elizabeth	Bark	219	Bates	R. L. Barstow
Lagrange	Brig	170	Dexter	E. Willis
Le Baron	do	170	Parker	G. Barstow & Son
Mattapoisett	do	150	Brightman	Leonard Hammond
Richard Henry	Bark	173	Snow	G. Barstow & Son
Solon	Brig	129	Wing	N. E. Bates
Two Sisters	do	122	Bolles	do
NOTE.—Brig Chase, Lambert, sailed April 5; was abandoned at sea April 12.				

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Indian Ocean ..	Aug. 21	.....	.....	.....	.....	Wrecked in King George's Sound, New Holland, with 800 barrels whale-oil. Condemned at Bay of Islands; oil (1,400 whale) shipped home.
New Zealand ..	June 28	.....	.....	.....	.....
Indian Ocean ..	Sept. 14	July 1, 1843	100	2,200	17,600	Sold 470 whale at Rio.
do	Aug. 7	Feb. 28, 1843	500	2,200	17,600	
do	May 8	July —, 1843	300	1,800	6,000	Lost at the Falklands 1842.
South Seas ..	June 12	May —, 1843	300	700	5,600	
do	Aug. 18	June 18, 1843	200	1,600	12,800	Sold 250 sperm; broken up at home after this voyage.
South Atlantic ..	June 25	Oct. 16, 1842	600	.....	.....
Indian Ocean ..	July 21	May 9, 1843	400	2,000	16,000	Condemned at Cape Town 1844. Sold with her cargo at Rio Janeiro. Bought from New York. Sold whale-oil at Rio; brought 500 seal-skins.
New Zealand ..	Jan. 19	Apr. 7, 1843	500	2,200	17,600	
Indian Ocean ..	July 12	Mar. 11, 1843	300	2,800	22,400	Broken up at Westport 1842.
South Atlantic ..	Mar. 6	.....	.....	.....	.....
Indian Ocean ..	July 17	June 1, 1843	50	2,000	16,000	Bought from Boston 1841.
South Seas ..	Nov. 8	May 9, 1844	180	2,120	17,000	
Indian Ocean ..	Feb. 18	Aug. 30, 1842	140	1,900	.....	Built 1841.
do	Aug. 2	Mar. 15, 1843	.....	2,200	17,600	
do	July 10	June 17, 1843	150	1,950	.....	Built at Mattapoisett 1841. Edward bought from Boston 1841.
do	Aug. 12	Apr. 7, 1843	100	2,900	23,200	
do	Sept. 23	Apr. 6, 1844	.....	3,300	26,400	Built 1841.
South Atlantic ..	June 10	June 10, 1842	130	2,570	23,000	
Crozet Island ..	July 30	May 15, 1843	.....	1,300	10,400	Built 1841.
South Atlantic ..	July 13	May 24, 1842	40	1,000	.....
Crozet Island ..	Oct. 15	July —, 1843	100	2,400	19,200	Built 1841.
South Atlantic ..	Mar. 19	Apr. 29, 1842	.....	500	.....
South Seas ..	Apr. 10	Mar. 15, 1843	100	.....	22,000	Built 1841.
do	Apr. 10	.....	.....	.....	.....
Pacific Ocean ..	Oct. 19	Sept. —, 1843	800	2,400	30,000	Built 1841.
Atlantic	July 8	Nov. 10, 1842	457	.....	.....
do	May 18	Oct. 7, 1842	314	30	.....	Built 1841.
do	July 27	Jan. 28, 1843	273	.....	.....
do	May 18	May 6, 1842	260	120	.....	Built 1841.
do	May 13	July 19, 1842	230	.....	.....
do	Sept. 10	Apr. 17, 1843	270	25	.....	Built 1841.
do	May 18	Oct. 11, 1842	370	.....	.....
do	Nov. 12	Sept. 30, 1842	130	7	.....	Built 1841.
Atlantic	Mar. 10	Nov. 2, 1841	120	40	.....
do	Feb. 11	Nov. 1, 1841	220	.....	.....	Built 1841.
do	Jan. 30	Nov. 1, 1841	220	.....	.....
do	Feb. —	June 18, 1841	33	.....	.....	Built 1841.
do	July 3	Sept. 14, 1842	240	.....	.....
do	Feb. 6	Nov. 9, 1841	150	30	.....	Built 1841.
do	Jan. 18	Oct. 14, 1841	340	.....	.....
do	Mar. 31	May 22, 1842	350	.....	.....	Built 1841.
do	Mar. 19	Jan. 2, 1842	300	.....	.....
do	Mar. —	Sept. 21, 1841	160	.....	.....	Built 1841.
Atlantic	July 8	Nov. 23, 1842	200	.....	.....
do	Apr. 10	Feb. 7, 1842	260	.....	.....	Built 1841.
Indian Ocean ..	May 29	Apr. 4, 1844	400	750	7,000	
Atlantic	June 12	Oct. 12, 1842	450	.....	.....	Built 1841.
do	Dec. 22	.....	.....	.....	.....
do	Mar. 26	Sept. 5, 1842	439	.....	.....	Built 1841.
do	Nov. 18	Apr. —, 1843	300	.....	.....
do	Dec. 25	Sept. 7, 1841	40	20	.....	Built 1841.
do	July 24	Oct. 11, 1842	200	.....	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
<i>Mystic, Conn.</i>				
Blackstone	Bark	232	— Baker	Charles Mallory
Leander	do	213	— Bailey	do
Uxor	Brig	96	— Stephens	do
<i>New Suffolk, Conn.</i>				
Noble	Bark	274	— Brown	Ira H. Tutbill
<i>Bridgeport, Conn.</i>				
Atlantic	Ship	291	— Howell	Samuel H. Ford
Hamilton	do	359	— Bishop	Sherwood Sterling
<i>Cold Spring, N. Y.</i>				
Monmouth	Bark	255½	— Hedges	do
Tuscarora	Ship	379	— White	do
<i>Greenport, N. Y.</i>				
Bayard	Ship	339	— Fordham	H. & N. Corwin
Delta	do	314	— Glover	do
Roanoke	Bark	251	— Case	Wiggins & Parsons
Seraph	Brig	174	— Corwin	Samuel Landon
Triad	Ship	336	— Case	H. & N. Corwin
Washington	do	236	— Griffin	do
<i>Sag Harbor, N. Y.</i>				
Acasta	Bark	286	— Havens	Mulford & Slight
Ann	Ship	299	— Curry	Mulford & Howell
Arabella	do	367	— Babcock	N. & G. Howell
Cadmus	do	307	— Smith	Mulford & Slight
Camillus	do	345	— Jennings	Charles T. Dering
Columbia	do	385	— Edwards	Luther D. Cook
Crescent	do	340	— Royce	Post & Sherry
Daniel Webster	do	397	— Baker	Mulford & Howell
Fanny	do	391	— Fordham	N. & G. Howell
France	do	411	— Edwards	do
Franklin	Bark	391	— Halsey	Hunting Cooper
Gem	do	326	— Worth	do
Henry	Ship	333	— Young	S. L'Hommedieu
Hannibal	do	311	— Bennett	S. & B. Hunting & Co
Marcus	do	203	— Loper	N. & G. Howell
Monmouth	do	273	— Hedges	do
Neptune	do	332	— Ludlow	S. & B. Hunting & Co
Nimrod	do	290	— Rogers	C. T. Dering & Co
O. C. Raymond	do	292	— Dennison	do
Panama	do	465	— Crowell	N. & G. Howell
Portland	do	292	— Payne	S. & B. Hunting & Co
S. Richards	do	454	— Dering	Mulford & Slight
Thames	do	414	— Hedges	Thomas Brown
Thomas Dickinson	do	454	— Havens	Mulford & Slight
Washington	do	340	— Osborn	Hunting Cooper
Wickford	Brig	115	Davis Miller	D. T. Vall
Wiscasset	Ship	380	— Smith	do
<i>Warren, R. I.</i>				
Benj. Rush	Ship	385	— Gifford	S. Child and Jas. Coffin
Crawford	Brig	126	— Pickens	Charles Luther
Charlot	Ship	380	— Littlefield	N. M. Wheaton
Exchange	Bark	180	— Luce	John R. Wheaton
Rosalis	Ship	323	— Eddy	Joseph Smith
Vermont	Brig	154	— Martin	Stephen Martin
Wm. Baker	Ship	225	— Gifford	Child & Fessenden
<i>Salem, Mass.</i>				
Eliza	Bark	262	— Chase	James W. Cheever
Elizabeth	Ship	393	— Hedge	S. C. Phillips

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Indian Ocean ..	May 17	Apr. 25, 1843	300	1,600	12,800	Lost on the Crozettes, October 28, 1841.
Crozette Island	Aug. 16	May 23, 1843	.....	1,600	13,000	
South Atlantic	July 12	.....	.....	.....	.....
New Zealand ..	July 19	May 1, 1843	200	2,000	16,000	
Crozette Island	Sept. —	July 2, 1842	100	1,400	10,000	
.....do	July 27	June —, 1843	800	2,100	16,800	
South Atlantic.	Sept. 12	June 27, 1842	.....	1,250	14,000	
Indian Ocean ..	Aug. 3	June —, 1843	75	1,775	11,000	
Crozette Island	Sept. 26	May 7, 1843	250	1,900	15,200	Returned once damaged in a collision.
South Seas	Dec. 4	June —, 1843	300	1,400	11,200	
South Atlantic.	June 2	July 23, 1842	580	600	.....
Atlantic	July 8	.....	.....	.....	.....	Had 150 sperm, 75 whale; condemned and sold at Rio Janeiro, January, 1842.
New Zealand ..	July 7	May —, 1843	110	2,100	16,800	
South Atlantic.	Sept. 30	May 22, 1843	.....	1,700	13,600	
South Atlantic.	Sept. 12	July 31, 1842	50	1,750	13,000	
New Zealand ..	July 19	May 10, 1843	60	2,340	18,720	
Crozette Island	Sept. 26	Mar. 17, 1844	500	2,200	22,000	
South Atlantic.	Oct. 19	June 28, 1843	70	2,080	.....
.....do	Dec. 9	Aug. —, 1843	300	1,000	.....
New Zealand ..	June 26	Mar. 16, 1843	400	2,200	21,000	
Crozette Island	Sept. 27	Aug. —, 1843	300	1,200	18,000	Sold 1,500 whale, at Rio Janeiro.
N. W. Coast ..	July 8	June 1, 1843	.....	3,300	33,000	
New Zealand ..	May 21	Oct. —, 1843	350	2,550	22,000	
Indian Ocean ..	Oct. 1	June 10, 1843	220	2,450	19,600	
New Zealand ..	July 12	Apr. 9, 1844	200	2,600	28,000	
South Atlantic	Sept. 26	Aug. 5, 1843	.....	2,200	18,000	
New Zealand ..	June 16	May 10, 1843	100	2,250	18,000	
Indian Ocean ..	Aug. 4	June 7, 1842	.....	1,900	.....
South Atlantic	Nov. 17	July —, 1843	700	700	5,000	
.....do	Sept. 11	June 25, 1842	.....	1,850	.....	Belongs to Cold Spring.
New Zealand ..	June 1	May 7, 1843	40	2,650	21,200	
South Atlantic	Oct. —	July 11, 1842	300	1,200	.....
New Holland ..	Sept. 21	.....	.....	.....	.....	Sold at Valparaiso, 1843.
New Zealand ..	July 6	Oct. —, 1842	130	3,570	30,000	
Indian Ocean ..	June 28	June 23, 1842	80	2,270	.....
New Zealand ..	July 10	Nov. —, 1843	220	3,600	30,000	
.....do	July 6	Apr. 4, 1843	80	3,220	38,600	
.....do	July 14	June 18, 1844	50	2,950	12,000	
.....do	June 2	Apr. 22, 1843	.....	2,300	18,240	Captain Osborne died July, 1842.
Atlantic .....	.....	....., 1841	100	.....	.....	} Withdrawn, 1843.
.....do	Dec. 22	Apr. —, 1843	50	.....	.....
New Zealand ..	Dec. 6	June 7, 1844	250	2,600	37,000	
Pacific Ocean ..	July 31	May 13, 1845	1,000	600	6,000	
South Atlantic	July 17	Oct. 17, 1842	100	.....	.....	Condemned, 1843.
Pacific Ocean ..	May 7	Jan. —, 1844	400	2,600	28,000	Lost first and second mate; 7 months out.
Indian Ocean ..	Sept. 17	Nov. —, 1843	1,050	.....	.....
New Zealand ..	July 16	Apr. 15, 1843	.....	250	.....	Returned leaking.
South Atlantic	Apr. 30	Jan. 4, 1842	50	.....	.....
Indian Ocean ..	Aug. 24	Aug. —, 1843	100	1,300	12,000	
Indian Ocean ..	July 3	.....	200	.....	.....	Condemned at Tahiti, July, 1843; had 200 sperm.
Pacific Ocean ..	Jan. 12	Oct. 20, 1844	1,500	.....	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
<i>Salem, Mass.—Continued.</i>				
Henry	Bark .....	...	— Manchester .....	...
James Maury	Ship	393	Benjamin R. Huesey ..	John B. Osgood
<i>Edgartown, Mass.</i>				
Athalia	Bark	162	— Mayhew	Jos. Mayhew
Champion	Ship	399	— Pease	Grafton Norton
Mary	do	343	— Atkins	Benjamin Worth
Pavillion	Brig	150	— Adams	Calvin C. Adams
Rhine	Bark	174	— Morse	John O. Morse
Vesta	Brig	156	— Smith	Benjamin Worth
York	Ship	434	— Pease	John O. Morse
<i>Stonington, Conn.</i>				
Caledonia	Ship	446	— Hancor	Charles P. Williams ..
Eugene	do	297	— Pendleton	do
George	do	251	— Forsyth	do
Herald	do	241	— Brewster	do
Newark	do	323	— Pendleton	John F. Trumbull
Philetus	Bark	272	— Brewster	do
Rebecca Groves	Brig	129	— Barnum	C. P. Williams
Tybee	Ship	299	— Swan	John F. Trumbull
<i>Falmouth, Mass.</i>				
Commodore Morris	Ship	350	Charles Downs	Oliver C. Swift
Wm. Penn.	do	364	John C. Lincoln	Obed Goodspeed
<i>Holmes's Hole, Mass.</i>				
Delphos	Ship	338	— West	Thomas Bradley
<i>Sippican, Mass.</i>				
Drymo	Bark	262	— Hammond	Elisha Luce
Hecla	do	207	— Crape	J. S. Bates
Two Sisters	Brig	122	— Bolles	N. E. Bates
<i>Hudson, N. Y.</i>				
Martha	Ship	369	— Whelden	Barnard Curtis & Co. .
<i>Poughkeepsie, N. Y.</i>				
Factor	Ship	343	— Howland	David S. Shearman
<i>New York, N. Y.</i>				
Autumn	Bark	181	— Lansing	D. & A. Kingeland
Caledonia	Schooner ..	100	— Davis	do
Sabina	Ship	416	— Slate	Slate, Gardner & Howell
<i>Newark, N. J.</i>				
John Wells	Ship	366	— Russell	J. H. Stephens
<i>Wilmington, Del.</i>				
Ceres	Ship	328	— Ayres	Stephen Boneal
Jefferson	do	326	— Howland	do
Lucy Ann	do	309	{ — Cox	{ do
			{ — King	{ do
<i>Boston, Mass.</i>				
Creole	Bark	222	— Cook	Charles A. Brown
Carib	Brig	162	— Woolley	William V. Kent
Fama	Bark .....	...	...	...

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Indian Ocean ..	Oct. 14	Apr. 15, 1845	<i>Bbls.</i> 14	<i>Bbls.</i> 30	<i>Lbs.</i> 2,400	Sold to New Bedford, 1845. Captain Hussey died June 15, 1844; Charles F. Pinkham, first mate, died September, 1844.
....do	Mar. 11	Feb. 19, 1845	1,400	50	3,600	
Atlantic	June 3	Dec. 6, 1842	420	.....	.....	Withdrawn for merchant service.
Pacific Ocean ..	Aug. 19	Apr. 3, 1845	1,300	1,400	14,000	Bought from New York 1841.
....do	Jan. 5	July 24, 1844	700	1,500	13,000	
Atlantic	May 8	Dec. 16, 1842	350	.....	.....	Bought from Woods Hole 1841.
....do	Apr. 6	Sept. 2, 1843	17	.....	.....	Do.
....do	May 17	Oct. 2, 1842	400	.....	.....	Bought from Woods Hole 1841.
N. W. Coast ..	Sept. 15	Jan. —, 1844	400	4,200	10,000	
New Zealand ..	June 16	Apr. 25, 1843	80	3,100	14,900	Bought from Dorchester.
....do	Nov. —	Mar. 18, 1844	150	2,500	18,000	
Pacific Ocean ..	June 1	Mar. 15, 1843	500	1,500	12,000	Bought from Dorchester.
Crozet Island ..	Oct. —	May 4, 1843	220	1,700	13,600	
....do	Nov. —	Mar. 14, 1844	100	2,500	12,000	Condemned at Madeira 1841.
New Zealand ..	July 1	May —, 1844	12	1,570	15,000	
Atlantic	July —	.....	.....	.....	.....
New Zealand ..	July 15	Oct. —, 1844	400	1,700	16,000	
Pacific Ocean ..	Nov. 30	May 3, 1845	1,450	40	.....	Built 1841.
....do	Oct. 25	Apr. 2, 1845	1,300	100	2,000	21,000 pounds bone on freight from ship Stonington, of New London.
New Holland ..	June 30	Aug. —, 1843	400	1,700	13,600	
Pacific Ocean ..	Aug. 5	May 21, 1844	600	.....	.....	Bought from Boston 1841; sold to Fairhaven, 1844.
Indian Ocean ..	Aug. 16	Mar. —, 1845	900	.....	.....	Bought from New York 1841.
Atlantic	July 24	.....	.....	.....	.....
Indian Ocean ..	July 30	Apr. 5, 1844	400	2,400	14,000	Sold, in 1845, to Sag Harbor; Hudson's last whaler.
Indian Ocean ..	July 30	June 24, 1844	700	1,600	13,000	Sold to New Bedford 1844.
Atlantic	Jan. 17	Oct. 14, 1842	150	150	.....	Condemned and sold at Saint Thomas March, 1842.
....do	Jan. 6	.....	.....	.....	.....
Crozet Island ..	Sept. 6	Dec. 10, 1843	100	2,900	10,000	Sold to Sag Harbor 1844.
N. W. Coast ..	July 20	May 9, 1844	.....	.....	.....
Pacific Ocean ..	Aug. 1	—, —, 1845	.....	.....	.....	Sold; Wilmington's last whaler.
Indian Ocean ..	Dec. 18	June 4, 1844	1,300	900	11,000	
....do	Oct. 6	Oct. 25, 1841	400	1,600	13,500	{ Returned once, small-pox having broken out among the crew. Sold to Greenport 1844.
....do	Nov. 23	June 14, 1844				
South Atlantic ..	Dec. 7	Dec. 8, 1843	250	.....	.....	Withdrawn 1843.
Atlantic	Apr. 19	May 19, 1843	200	20	Fama sold on the voyage; had 600 sperm and 1,000 whale.
Pacific Ocean	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
<i>Boston, Mass.—Continued.</i>				
Imogene.....	Brig....	171	Atkins.....	G. & N. Startevant & Co.
Maluo.....	do.....		S. Genn, jr.....	do.....
<i>Dartmouth, Mass.</i>				
Russell.....	Ship....	387	Ray.....	Prince Sears.
<i>Bucksport, Me.</i>				
Warwick.....	Schooner		Grogin.....	
<i>Gloucester, Mass.</i>				
Thorn.....	Schooner	114	Jewett.....	
1842.				
<i>New Bedford, Mass.</i>				
Agate.....	Brig....	81	Cornell.....	Pope & Morgan.....
Alexander.....	Ship....	491	Darin.....	J. A. Parker.....
Amethyst.....	do.....	357	Raynard.....	J. A. Parker & Son.....
Augusta.....	do.....	344	Davis.....	William R. Rodman.....
Bogota.....	Brig....	157	L. N. Fuller.....	I. H. Bartlett.....
Brighton.....	Ship....	334	Cox.....	C. R. Tucker.....
Callao.....	do.....	344	Norton.....	Henry Taber & Co.....
Cambria.....	do.....	367	Harding.....	James Arnold.....
California.....	do.....	397	George Lawrence, jr.....	I. Howland, jr. & Co.....
Caroline.....	do.....	364	McKenzie.....	Pardon G. Seabury.....
Charles Drew.....	do.....	344	Carey.....	William Gifford.....
Canton.....	do.....	407	Leary.....	J. Perry & Tillinghast.....
Chase.....	Bark....	133	West.....	Barton Ricketson.....
Chas. Frederick.....	Ship....	317	Allen.....	J. A. Parker & Son.....
Cicero.....	do.....	252	Taber.....	Lemuel Kollock.....
Copia.....	do.....	315	do.....	do.....
Cortes.....	do.....	362	Hammond.....	George Howland.....
Courier.....	do.....	391	Marchant.....	Randall & Haskell.....
Cornelia.....	Bark....	216	Devoll.....	Lemuel Kollock.....
Charlestown Packet.....	do.....	184	Randall.....	Levi L. Crane.....
Coral.....	Ship....	370	Seabury.....	Gideon Allen.....
Draper.....	do.....	391	Lawton.....	Joseph Dunbar & Co.....
Dragon.....	Bark....	190	Clark.....	Tobey & Ricketson.....
Emily Morgan.....	Ship....	367	P. W. Ewer.....	C. W. Morgan.....
Emma.....	Bark....	247	Ball.....	Daniel Tripp.....
Enterprise.....	Ship....	291	Bailey.....	Alfred Gibbs.....
Euphrates.....	do.....	365	Post.....	Lawrence Grinnell.....
Fenelon.....	do.....	322	Hathaway.....	B. B. Howard.....
Garland.....	Bark....	234	Soranton.....	J. D. Thompson.....
Geo. Howland.....	Ship....	374	Cushman.....	George Howland.....
Grand Turk.....	do.....	325	Taylor.....	Barton Ricketson.....
George and Martha.....	Bark....	277	Smalley.....	Randall & Haskell.....
Heroules.....	Ship....	337	Ricketson.....	Jireh Perry.....
Hibernia.....	do.....	327	Sanford.....	Alfred Gibbs.....
James.....	do.....	321	J. K. Turner.....	T. & A. R. Nye.....
Junius.....	Bark....	197	Charles Church.....	Andrew Robeson.....
Jasper.....	do.....	233	Bennett.....	Alexander Gibbs.....
Jeannette.....	Ship....	340	Mayhew.....	I. B. Richmond.....
June.....	Brig....	123	Spooner.....	Barton Ricketson.....
Lancaster.....	Ship....	383	Barker.....	T. & A. R. Nye.....
Leonidas.....	do.....	231	Nye.....	F. S. Hathaway.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic	Jan. 25	May 3, 1842	400	80	.....
....do	Jan. 25	Apr. 26, 1842	400	.....	.....
Pacific Ocean ..	Nov. 27	.....	.....	.....	.....	Bought from Newburgh.
West'n Islands	June 18	Sept. 10, 1842	110	.....	.....	Withdrawn.
Atlantic	Mar. 4	.....	.....	.....	.....	Bought from Boston; last reported December 28, 1841, at Havana.
Atlantic	Mar. 27	June —, 1843	300	50	.....
Pacific Ocean ..	Aug. 23	Jan. 29, 1846	2,250	.....	.....
Indian Ocean ..	Oct. 20	Feb. 12, 1844	5	2,800	34,000	
Pacific Ocean ..	July 11	.....	.....	.....	.....	Put into Rio Janeiro October, 1845, leaky. Condemned; oil (1,600 sperm) sent home. Wrecked April 14, 1842, off the coast of Africa, and condemned at Zanzibar; oil sent home.
Atlantic	June 7	.....	120	.....	.....
Indian Ocean ..	Aug. 2	July 28, 1844	110	2,285	34,000	
Pacific Ocean ..	Nov. 1	June 14, 1845	7A	1,750	.....	Built at Mattapoisett 1842; sent home about 20,000 pounds bone.
....do	Dec. 23	June 26, 1846	2,100	600	4,000	
....do	May 21	Mar. 14, 1846	3,00	.....	.....	Built 1842.
North W. Coast	Dec. 17	June 2, 1843	60	1,340	12,000	Built at Dartmouth 1842.
Pacific Ocean ..	July 14	Mar. 11, 1844	26	2,825	23,000	
Pacific Ocean ..	Nov. 23	Apr. 27, 1846	75	2,000	6,000	Captain Ripley died September, 1844.
Atlantic	Dec. 31	July 7, 1844	65A	30	.....
Pacific Ocean ..	June 20	Apr. 18, 1846	2,15	.....	.....	Sailed under Captain Smith April 12; returned May 28, and left him sick.
Indian Ocean ..	Aug. 20	May 18, 1844	.....	1,800	14,500	
North W. Coast	Nov. 1	Feb. 23, 1845	20	3,100	15,000	Sent home 22,000 pounds bone
Pacific Ocean ..	June 30	July 21, 1846	1,500	.....	.....
....do	Oct. 4	June 20, 1846	700	.....	.....
South Atlantic	May 17	Oct. 2, 1843	450	.....	.....
Atlantic	Feb. 8	Apr. 15, 1844	300	500	4,000	
Pacific Ocean ..	Nov. 16	Mar. 9, 1846	1,900	1,000	11,000	
Indian Ocean ..	May 1	June 13, 1844	190	2,050	20,000	
....do	June 23	Apr. 23, 1844	140	1,300	9,000	
Pacific Ocean ..	Apr. 12	Apr. 27, 1846	1,60	300	3,000	
Atlantic	July 4	Apr. 4, 1844	50	1,000	8,000	
Pacific Ocean ..	Oct. 20	June 19, 1844	400	1,950	16,000	
....do	May 20	May 1, 1846	500	500	1,400	Captain Post left ship at Valparaiso and returned home sick.
Indian Ocean ..	Sept. 1	Oct. 1, 1844	15	2,550	19,000	
Pacific Ocean ..	June 21	July 6, 1845	350	750	7,000	
....do	May 20	Nov. 26, 1845	2,500	.....	.....
South Atlantic	Apr. 23	Sept. 10, 1842	.....	.....	.....	Condemned and broken up at home, 1843.
Indian Ocean ..	Dec. 14	Apr. 3, 1845	200	1,200	12,000	
....do	Apr. 21	May 10, 1845	450	900	16,000	
....do	June 21	Jan. 14, 1844	550	1,400	14,000	Returned lacking 500 barrels of being full, in consequence of a mutiny among her crew.
....do	Oct. 22	June 2, 1845	270	1,600	20,000	Captain Taber, of Jamaica, came home sick; built at Mat'apoisett 1842; sold 400 whale at Rio Janeiro; shipped home 371 barrels sperm and 16,000 pounds bone.
Pacific Ocean ..	Dec. 6	May 12, 1845	750	.....	.....	Captain Church died at Callao January 30, 1845; formerly a brig; bought from Fall River and rerigged 1842.
Indian Ocean ..	June 1	Apr. 9, 1844	280	1,000	10,000	
....do	Apr. 29	May 19, 1845	1,400	60	.....	Bought from New York 1842.
Atlantic	Jan. 5	June 10, 1843	300	.....	.....
Indian Ocean ..	July 7	Jan. 22, 1845	700	2,000	20,000	
Pacific Ocean ..	Jan. 11	May 28, 1845	700	25	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
<i>New Bedford, Mass.—Continued.</i>				
Laurel	Brig	11	— Smith	I. H. Bartlett
Liverpool	Ship	30	— Slocum	Abraham Barker
Logan	do	30	— Stott	I. Howland, Jr., & Co. .
Lucas	do	28	— Shockley	Tobey & Ricketson
Majestic	do	29	— Hawes	Eddy & Thomas
Maria Theresa	do	33	— Taber	T. & A. R. Nye
.				
Mary Frazier	Bark	28	— Smith	Abraham H. Howland .
Mary	Ship	28	— Nickerson	I. Howland, Jr., & Co. .
Milton	do	38	— Lewis	H. Taber & Co.
Marcella	Bark	21	— Ellis	C. R. Tucker
Milwood	do	27	— Lucas	Gideon Allen
Magnolia	Ship	39	— Simmons	C. W. Morgan
Midas	do	32	— Parker	John Coggeshall
Minerva	do	41	— Macomber	William Gifford
Minerva	Bark	19	— Horton	C. R. Tucker
Montpelier	Ship	34	— Taber	John R. Thornton
Nautilus	do	34	— Mason	Jireh Perry
.				
Nimrod	do	34	— Shearman	Barton Ricketson
Otranto	Bark	15	— Coggeshall	Cranston Wilcox
Phœnix	Ship	42	— Prescott	John A. Parker
Pioneer	do	23	— Tallman	J. D. Thompson
Pacific, 2d	do	33	— Leavitt	Andrew Robeson
Roseco	Bark	21	— Bourne	Jona. Bourne, Jr.
Roman, 2d	Ship	35	— Alexander Barker	Abraham Barker
Sally Ann	do	31	— Borden	D. R. Greene & Co.
Seine	do	23	— Smith	Rodney French
St. Peter	do	27	— Foster	J. B. Wood & Co.
South Carolina	do	30	— Stewart	Barton Ricketson
Tobacco Plant	do	37	— Samuel P. Skinner	William R. Rollman
Triton	do	30	— Reuben Chase, 2d	I. Howland, Jr., & Co. .
Waverly	do	32	— Munroe	do
Wm. Hamilton	do	46	— Cole	do
W. Thompson	do	49	— Ellis	Jireh Perry
Washington	do	34	— James G. Coffin	Jona. Bourne, Jr.
.				
Zoroaster	Brig	15	— Seabury	Pardon G. Seabury
<i>Fairhaven, Mass.</i>				
Albion	Ship	32	— Smith	E. Sawin
Arab	do	33	— Harding	do
Bruce	Bark	14	— Alden	Bradford Fuller & Co. .
E. L. B. Jenney	Ship	38	— John Church	Gibbs & Jenney
Eliza Adams	do	40	— William Holley	Atkins Adams
Herald	do	28	— Hathaway	Samuel Borden
Maine	do	29	— Magee	E. Sawin
Mary Ann	do	33	— B. nney	L. C. Tripp
South Boston	do	33	— Crowell	E. Sawin
Wm. Wirt	do	35	— Morse	Warren Delano
<i>Falmouth, Mass.</i>				
Brunette	Bark	18	— Luce	Elijah Swift
<i>Edgartown, Mass.</i>				
Deborah	Brig	14	— Worth	Joseph Mayhew
Gournet	Schooner	64	— Samuel Tilton	Samuel Tilton
Rhine	Bark	17	— Morse	John O. Morse
Sarah and Esther	do	12	— Lambert	do
Vesta	Brig	154	— Smith	Benjamin Worth
<i>Holmes' Hole, Mass.</i>				
Macon	Ship	35	— Merry	Thomas Bradley

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Feb. 12	Oct. 27, 1842	260			
Indian Ocean ..	July 20	June 10, 1844	100	1,700	17,000	Second mate, George Coffin, killed by a whale July 5, 1843.
do	May 14	Feb. 18, 1844	2	2,500	23,000	
do	July 25	June —, 1843	150	2,000	6,000	Bought from Boston 1842.
do	July 22	June 2, 1844	350	2,650	24,000	Shipped home 20,000 pounds bone; lost third mate and three men in a gale May 14, 1845.
do	July 26	Dec. 10, 1844	100	2,650	9,000	Bought from Boston, 1842.
Pacific Ocean ..	Apr. 17	Apr. 14, 1846	800	1,000	10,000	Shipped home 15,700 pounds bone.
Indian Ocean ..	June 13	Apr. 4, 1844	400	1,920	10,000	
Pacific Ocean ..	May 28	May 8, 1844	120	2,780	7,000	
Indian Ocean ..	Apr. 15	Aug. 9, 1844	950			
do	June 25	June 2, 1844	150	1,650	12,000	
North W. Coast:	Nov. 9	Dec. 29, 1841	500	3,400	3,000	
Indian Ocean ..	May 26	Apr. 16, 1844	120	2,200	20,000	
North W. Coast:	Nov. 9	May 19, 1844	280	2,420	8,000	
Indian Ocean ..	Apr. 6	Sept. —, 1843	150	27		
do	Jan. 23	July 3, 1841	100	2,650	13,000	Lost on Tumbez Bar October 2, 1843; cargo saved.
Pacific Ocean ..	Oct. 4					Built at Dartmouth 1843; sent home 120 sperm, 15,500 bone.
do	Nov. 15	Jan. 5, 1845	150	2,500	10,000	
Indian Ocean ..	Oct. 4	Sept. 10, 1844	700			
New Holland ..	Dec. 10	Apr. 10, 1847	900	1,800	7,000	Capt Bassett came home sick 1846.
Pacific Ocean ..	Oct. 4	May 19, 1844	240	1,500	7,000	Sent home 8,000 pounds bone.
Indian Ocean ..	Aug. 16	July 6, 1844	570	1,400	15,000	
do	May 26	Mar. 18, 1844	150	1,050	20,000	Sent home 153 barrels sperm.
North W. Coast:	June 25	June 23, 1844	200	2,500	25,000	
Indian Ocean ..	Sept. 3	June 2, 1844	100	1,600	12,000	
do	Sept. 12	July 28, 1844	250	1,450	13,000	
Pacific Ocean ..	Oct. 4	July 24, 1846	700	1,000	10,000	
do	June 30	Apr. 4, 1844		2,400	20,000	
do	June 9	Mar. 15, 1846	1,250			
do	Apr. 29	Apr. 20, 1846	700			
do	Sept. 23	July 4, 1846	1,100	900	8,000	Sent home 8,000 pounds bone.
North W. Coast:	Aug. 29	Apr. 3, 1845	70	4,000	23,000	Sent home 9,000 pounds bone.
Pacific Ocean ..	Oct. 19	Apr. 8, 1846	1,050	3,150	14,000	Hiram H. Ashley, fourth mate, died at sea August 11, 1844.
Indian Ocean ..	Sept. 16	Oct. 14, 1844	180	1,900	18,000	
Atlantic	Jan. 8	May 16, 1843	150	300		
Indian Ocean ..	Sept. 8	June 16, 1844	130	2,370	20,000	Captain Jenney killed by a whale March 1844.
do	Sept. 15	Oct. 2, 1845	1,400	700	6,000	
do	July 17	Sept. 12, 1844	450			
Pacific Ocean ..	Nov. 23	June 28, 1846	2,400			Built at Fairhaven 1842.
do	July 12	Dec. 23, 1845	2,100	300		
South Atlantic	Aug. 11	June 23, 1844	900	1,510	12,000	
Indian Ocean ..	Nov. 20	May 6, 1846	230	1,500	16,000	
Pacific Ocean ..	Oct. 10	July 30, 1846	1,800			
do	Nov. 3	Feb. 10, 1845	175	2,725	26,000	
do	Oct. 8	July 4, 1846	2,900			
Atlantic	July 11	Aug. —, 1843	300	20		Sold 1843 to United States.
Atlantic	May 11	July 17, 1843	60			Withdrawn 1844.
do	Jan. 19	July 1, 1842	40			Withdrawn.
do	Dec. 3	Sept. 21, 1845	400			Sold to New Bedford 1845.
New Holland ..	Jan. 1	Dec. 16, 1843	Clean			Sold to Greenport; built at Salisbury 1823.
Atlantic	Dec. 25	Sept. 9, 1844	350			
New Holland ..	Aug. 12					Wrecked February 23, 1844, on a reef off Fort George, Isle of France; oil mostly saved.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
<i>Nantucket, Mass.</i>				
Alpha	Ship ...	345	John B. Rodgers	Hadwen & Barney
Clarkson	do	380	Jos. C. Chase	James Athearn
Constitution	do	318	Obed R. Bunker	C. G. & H. Coffin
Geo. Washington	Schooner ..	345	— Pookham	—
James Loper	Ship	416	Jos. Congdon	Levi Starbuck
Jos. Starbuck	do	416	Charles A. Veeder	G. & M. Starbuck & Co.
Lima	do	286	Obed Luce	William B. Coffin
Maria	do	365	Edward Jennings	Barrett & Upton
Mary Mitchell	do	354	Charles Lawrence	Aaron Mitchell
Napoleon	do	360	Elisha H. Fisher	Barrett & Upton
Phoebe	do	371	Samuel W. Harris	C. Mitchell & Co.
President	do	293	John C. Brook	Jos. Starbuck
Rose	do	349	William B. Swain	Simon Starbuck
Tyleston	Brig	111	— Carr	A. W. Starbuck
Thule	do	261	Charles W. Coffin	Samuel B. Tuck
Young Hero	do	340	Peter Brook	Jos. Starbuck
<i>Westport, Mass.</i>				
Champion	Bark	201	— Cook	Andrew Hicks
Catherwood	Brig	199	— Boodry	Thomas W. Mayhew
Dr. Franklin	Bark	171	— Francis	Job Davis
Harbinger	Ship	202	— Gifford	Gideon Davis, jr.
Juno	Brig	161	— Sandford	A. B. Gifford
Mexico	do	131	— Smith	Davis & Corey
Th. Winslow	do	126	— Root	Thomas W. Mayhew
Theop. Chase	Bark	161	— Baker	Henry Wilcox
<i>Sippican, Mass.</i>				
Pearl	Bark	157	— Blankenship	J. S. Bates
Popmunnet	do	184	— Flanders	do
Quito	Brig	141	— Chase	do
Solon	do	121	— Brightman	N. E. Bates
<i>Mattapoisett, Mass.</i>				
Dryade	Bark	261	— Rogers	G. Barstow & Son.
Edward	Brig	134	— Taber	Wilson Barstow
Joseph Meigs	Ship	312	Joseph H. Taber	Joseph Meigs
Mattapoisett	Brig	151	— Purrington	Leonard Hammond
Sarah	Bark	171	— Cushing	G. Barstow & Son.
Willis	do	164	— Daggett	E. L. Barstow
<i>Wareham, Mass.</i>				
America	Brig	142	— Bellows	M. S. F. Tobey
Inga	do	169	— Cudworth	do
Levant	Bark	219	— Allen	do
Pleiades	do	261	— Russell	do
<i>Provincetown, Mass.</i>				
Amazon	Schooner ..	—	— Cook	—
Belle Isle	do	104	{ — Cook	{ Eben Cook
Carter Braxton	Ship	132	{ — Smith	{ Joseph Atkins
Franklin	Brig	172	— Sparks	Robert Soper
			— Super	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean	May 15	Nov. 19, 1845	Bbls. 2,413	Bbls. 11	Lbs.	Third mate, Richard Ennis, killed by a whale.
....do	Sept. 18	.....	1,825	12	.....	Condemned at Talcahuano; oil shipped home.
....do	Sept. 23	Feb. 12, 1847	1,842	41	.....	First ship taken out by the "camels."
Atlantic	Aug. 17, 1842	.....	.....	.....	.....	No report.
Pacific Ocean	Oct. 30	May 6, 1846	2,358	.....	.....	Lost on Nantucket Bar; sold and broken up.
....do	May 31	.....	.....	.....	.....	Asa Gardner, third mate, lost 1842; condemned at Rio 1842, outward bound.
....do	May 11	May 20, 1846	1,706	.....	.....	Sold to San Francisco. Lost in the Arctic 1851.
....do	Aug. 25	June 24, 1847	1,176	587	.....	.....
....do	Oct. 24	Nov. 25, 1845	2,495	19	.....	.....
....do	Sept. 10	.....	1,173	500	.....	Put into Pernambuco December 24, 1846, leaking 290 strokes per hour, and was condemned. Shipped sperm-oil home by Bark Carolina of Boston. Sold 500 barrels whale-oil at Sydney and Pernambuco.
....do	Dec. 20	Apr. 8, 1847	1,170	.....	.....	.....
....do	Feb. 8	Mar. 10, 1846	1,630	250	2,500	.....
Atlantic	Oct. 2	Sept. 2, 1843	130	40	.....	.....
Pacific Ocean	June 17	.....	.....	.....	.....	Lost on Booby Shoal, latitude 21½ south, longitude 159 east; mate and boat's crew lost.
....do	Apr. 17	Apr. 8, 1846	1,429	.....	.....	.....
Atlantic	Dec. 27	Aug. 1, 1844	350	.....	.....	.....
....do	June 6	Oct. 25, 1843	800	.....	.....	Bought from New York.
....do	July 18	July 23, 1843	630	.....	.....	.....
Indian Ocean	Aug. 3	Oct. 20, 1844	300	700	6,000	Bought from New York 1842.
Atlantic	Jan. 8	May 2, 1843	208	15	.....	.....
....do	Aug. 31	June 30, 1843	230	.....	.....	.....
Indian Ocean	Dec. 17	Feb. 26, 1845	.....	.....	.....	Sent home 100 sperm.
Atlantic	Dec. 26	Aug. 20, 1844	350	.....	.....	.....
Pacific Ocean	Jan. 12	.....	.....	.....	.....	Lost on Japan ground August 11, 1843; 6 of her crew lost with her.
Atlantic	Feb. 20	Sept. 23, 1843	350	60	.....	.....
....do	May 17	Oct. —, 1842	270	30	.....	.....
....do	Oct. 26	Nov. —, 1843	250	.....	.....	Sold to Mattapoisett 1844.
Indian Ocean	Aug. 13	July 24, 1844	450	1,450	14,000	Sold to New Bedford 1844.
Atlantic	Mar. 28	Aug. —, 1843	420	.....	.....	.....
Indian Ocean	Oct. 8	June 20, 1844	600	2,500	600	Built at Mattapoisett 1842; sent home 160 whale, 18,000 pounds bone.
Atlantic	Oct. 26	May 30, 1844	50	70	.....	.....
....do	May 21	Nov. —, 1843	330	20	.....	.....
....do	Apr. 24	Aug. —, 1843	650	50	.....	First mate killed by a whale 1844.
Atlantic	Nov. 27	May 19, 1844	150	.....	.....	.....
....do	June 21	Apr. 9, 1843	750	.....	.....	.....
Pacific Ocean	Oct. 6	.....	.....	.....	.....	Condemned at Honolulu 1847.
....do	Dec. 14	Feb. 18, 1845	300	2,000	16,000	.....
Atlantic	June 20	Aug. 4, 1842	.....	50	.....	.....
....do	Jan. 7	Aug. 4, 1842	380
....do	Oct. 4	Sept. —, 1843	340	20
....do	Feb. 10	Apr. 29, 1843	250
....do	Mar. 8	Jan. 24, 1843	500

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
Provincetown, Mass.—Continued.				
Fairy	Bark	186	— Genn	Abraham Small
Joshua Brown	Schooner	113	— Small	So h Nickerson
John B. Dods	Brig	167	— Prior	E. S. Smith
Louisa	Schooner	95	— Cook	Samuel Cook
Phoenix	Brig	150	— Small	Leonard Small
Pacific	do	130	— Cook	Stephen Cook, jr
Spartan	Bark	184	— Small	Stephen Nickerson
Samuel and Thomas	Brig	191	— Soper	Samuel Soper
Wm. Henry	Schooner	111	{ — Ryder	Godfrey Ryder
			— Cook	
Plymouth, Mass.				
Exchange	Schooner	99	— King	Richard W. Holmes
Jas. Munroe	Brig	114	— Strickland	Isaac L. Hodge
Mercury	Schooner	74	— Winslow	Isaac Barnes, jr
Vesper	do	95	— Hammond	Bradford Barnes, jr
Newburyport, Mass.				
Merrimack	Ship	414	— Howe	Micajah Lunt
Boston, Mass.				
Cambrian	Bark	197	— Holmes	P. & S. Sprague & Co. ..
Carib	Brig	162	— James	William V. Kent
Byron	do	180	— Cook	do
Imogene	Bark	180	— Russell	E. Atkins
Maine	Brig	174	— Genn	N. Sturtevant
Lynn, Mass.				
Com. Preble	Ship	323	— Ludlow	F. S. Newhall
Ninus	do	240	— Woolley	Isaiah Breed
Salem, Mass.				
Malay	Bark	208	— Lakeman	Stephen C. Phillips
Statesman	do	234	Elisha Doane	John B. Osgood
Somerset, Mass.				
Pilgrim	Brig	137	— Collins	Wheaton Luther
Fall River, Mass.				
Holder Borden	Ship	442	— Pell	Nathan Durfee
Leonidas	Brig	128	— Baker	Noah Hathaway
Panama	Ship	253	— Cummings	William Coggeshall
Pantheon	Bark	284	— Borden	John Eddy
Portsmouth, N. H.				
Ann Parry	Bark	348	— Bennett	James Kennard
Providence, R. I.				
Hope	Ship	471	— Heath	Pearce & Bullock
Bristol, R. I.				
Corinthian	Ship	503	— Easterbrook	William H. D'Wolf
Essex	do	200	— Devoll	William R. Taylor
Gen. Jackson	do	329	— Ramsdell	William H. D'Wolf
Gov. Hopkins	Brig	111	— Morris	William R. Taylor
More Castle	do .....	.....	— Waldron .....	.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Mar. 18	June 12, 1843	300	30	.....	Formerly a brig; rrigged 1842.
...do	Mar. 23	June 2, 1843	23	40	.....
...do	Mar. 23	Aug. 1, 1843	200	100	.....
...do	June 19	Oct. 4, 1843	.....	300	.....
...do	Mar. 6	Feb. 20, 1844	320	.....	.....	Built 1842.
...do	Apr. 12	June 26, 1843	23	32	.....	Built 1841.
...do	July 21	Oct. —, 1843	70	80	.....
...do	Feb. 10	Mar. 8, 1843	700	.....	.....
...do	Feb. 28	Sept. 19, 1842	300	50	.....
...do	Dec. 14	July —, 1843	340	.....	.....
Atlantic	Dec. 15	Sept. 25, 1843	160	.....	.....	Dismasted in a gale September 2; lost a 100-barrel whale from aloft, and 50 barrels of oil from on deck.
...do	July 11	.....	80	.....	.....	Condemned at Bahia December 10, 1843; oil shipped home.
...do	Jan. 23	Sept. 13, 1842	150	.....	.....	Lost; capsized at sea June 21, 1843.
...do	Nov. 26	.....	.....	.....	.....
...do	Sept. 6	Aug. 9, 1843	130	.....	.....	Withdrawn 1843.
Pacific Ocean ..	Jan. 25	Apr. 15, 1844	200	2,750	12,000	Sold to New London 1844.
Atlantic	June 3	June 14, 1843	120	70	500	Withdrawn from the service 1844.
...do	June 10	Nov. 1, 1843	250	.....	.....	Withdrawn from the service 1842.
...do	Jan. 8	Apr. —, 1843	20	.....	.....	Sold to Stonington.
...do	June 30	Nov. —, 1843	350	.....	.....	Withdrawn 1844.
...do	June 15	Sept. 19, 1843	420	80	.....	Returned having lost two bonts and received other damage in gale of September 2.
Indian Ocean ..	Aug. 2	.....	.....	.....	.....
...do	July 28	July 12, 1844	100	1,400	11,000	
Indian Ocean ..	Mar. 16	.....	.....	.....	.....	Lost in Mozambique Channel July, 1842.
Pacific Ocean ..	June 12	.....	500	.....	.....	Condemned at Talcahuano November, 1844.
Atlantic	July 7	July —, 1843	280	.....	.....
Indian Ocean ..	Nov. 10	.....	.....	.....	.....	Lost April 13, 1844, about latitude 24° 57' north, longitude 174° 09' west; fourth mate killed by a blackfish September, 1843.
Atlantic	June 23	Aug. —, 1843	250	15	.....	Wrecked on Island of Dominica (Marquesas) 1844; vessel and cargo (900 barrels oil) a total loss.
Indian Ocean ..	Apr. 11	.....	.....	.....	.....
...do	Nov. 20	May 25, 1845	100	2,400	23,000	
South Atlantic	Oct. 21	July 13, 1845	2,000	.....	.....	Rerigged 1842.
Indian Ocean ..	Sept. 15	May 20, 1845	150	3,450	30,000	Lost early in 1847.
Pacific Ocean ..	Nov. 9	Apr. 13, 1846	700	2,000	6,000	Condemned at Montevideo January, 1843. Sold 1847.
Atlantic	Feb. 1	.....	.....	.....	.....
Pacific Ocean ..	Jan. 23	Oct. 24, 1845	1,000	.....	.....
Atlantic	Apr. 11	June 2, 1842	70	.....	.....
...do	July 7	Dismasted; carried into Rio December, 1842, by an English man-of-war, and condemned there; had 100 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
<i>Provincetown, Mass.—Continued.</i>				
Fairy	Bark	180	Genn	Abraham Small
Joshua Brown	Schooner	113	Small	So b Nickerson
John B. Dods	Brig	162	Prior	R. S. Smith
Lonisa	Schooner	95	Cook	Samuel Cook
Phenix	Brig	150	Small	Leonard Small
Pacific	do	130	Cook	Stephen Cook, jr
Spartan	Bark	144	Small	Stephen Nickerson
Samuel and Thomas	Brig	121	Soper	Samuel Soper
Wm. Henry	Schooner	111	{ Ryder	Godfrey Ryder
			{ Cook	
<i>Plymouth, Mass.</i>				
Exchange	Schooner	99	King	Richard W. Holmes
Jas. Munroe	Brig	114	Strickland	Isaac L. Hodge
Mercury	Schooner	74	Winslow	Isaac Barnes, jr
Vesper	do	95	Hammond	Bradford Barnes, jr
<i>Newburyport, Mass.</i>				
Merrimack	Ship	414	Howe	Micajah Lunt
<i>Boston, Mass.</i>				
Cambrian	Bark	197	Holmes	P. & S. Sprague & Co. ...
Carib	Brig	162	James	William V. Kent
Byron	do .....	...	Cook	do
Imogene	Bark	180	Russell	E. Atkins
Maine	Brig	174	Genn	N. Sturtevant
<i>Lynn, Mass.</i>				
Com. Preble	Ship	323	Indlow	F. S. Newhall
Ninus	do	260	Woolley	Isaiah Breed
<i>Salem, Mass.</i>				
Malay	Bark	268	Lakeman	Stephen C. Phillips
Statesman	do	252	Elisha Doane	John B. Osgood
<i>Somerset, Mass.</i>				
Pilgrim	Brig	137	Collins	Wheaton Luther
<i>Fall River, Mass.</i>				
Holder Borden	Ship	442	Pell	Nathan Durfee
Leonidas	Brig	128	Baker	Noah Hathaway
Panama	Ship	253	Cummings	William Coggeshall
Pantheon	Bark	284	Borden	John Eddy
<i>Portsmouth, N. H.</i>				
Ann Parry	Bark	348	Bennett	James Kennard
<i>Providence, R. I.</i>				
Hope	Ship	471	Heath	Pearce & Bullock
<i>Bristol, R. I.</i>				
Corinthian	Ship	503	Easterbrook	William H. D'Wolf
Essex	do	200	Devoll	William R. Taylor
Gen. Jackson	do	329	Ramadell	William H. D'Wolf
Gov. Hopkins	Brig	111	Morris	William R. Taylor
Moro Castle	do .....	...	Waldron	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Mar. 18	June 12, 1843	300	30	.....	Formerly a brig; rerigged 1842.
do	Mar. 22	June 2, 1843	22	40	.....
do	Mar. 23	Aug. 1, 1843	200	100	.....
do	June 19	Oct. —, 1843	.....	300	.....
do	Mar. 6	Feb. 26, 1843	32	.....	.....
do	Apr. 13	June 26, 1843	23	50	.....	Built 1842.
do	July 21	Oct. —, 1843	70	80	.....	Built 1841.
do	Feb. 10	Mar. 8, 1843	70	.....	.....
do	Feb. 28	Sept. 19, 1842	30	50	.....
do	Dec. 14	July —, 1843	34	.....	.....
Atlantic	Dec. 15	Sept. 25, 1843	10	.....	.....	Dismasted in a gale September 2; lost a 100-barr l whale from al nyside, and 50 barrels of oil from on deck.
do	July 11	.....	8	.....	.....	Condemned at Bahia December 10, 1843; oil shipped home.
do	Jan. 21	Sept. 13, 1842	15	.....	.....	Lost; capsized at sea June 21, 1843.
do	Nov. 26	.....	.....	.....	.....
do	Sept. 6	Aug. 9, 1843	13	.....	.....	Withdrawn 1843.
Pacific Ocean ..	Jan. 25	Apr. 15, 1844	26	2, 73	12, 000	Sold to New London 1844.
Atlantic	June 3	June 14, 1843	12	7	560	Withdrawn from the service 1844.
do	June 10	Nov. 1, 1843	25	.....	.....	Withdrawn from the service 1842.
do	Jan. 8	Apr. —, 1843	20	.....	.....	Sold to Stonington.
do	June 30	Nov. —, 1843	35	.....	.....	Withdrawn 1844.
do	June 15	Sept. 19, 1843	43	8	.....	Returned having lost two boats and received other damage in gale of September 2.
Indian Ocean ..	Aug. 2	.....	.....	.....	.....
do	July 28	July 12, 1844	10	1, 40	11, 000	
Indian Ocean ..	Mar. 26	.....	.....	.....	.....	Lost in Mozambique Channel July, 1842.
Pacific Ocean ..	June 12	.....	500	.....	.....	Comdemned at Talcahuano November, 1844.
Atlantic	July 7	July —, 1843	280	.....	.....
Indian Ocean ..	Nov. 10	.....	.....	.....	.....	Lost April 13, 1844, about latitude 24° 57' north, longitude 174° 09' west; fourth mate killed by a blackfish September, 1843.
Atlantic	June 23	Aug. —, 1843	230	12	.....
Indian Ocean ..	Apr. 11	.....	.....	.....	.....	Wrecked on Island of Dominica (Marquesas) 1844; vessel and cargo (900 barrels oil) a total loss.
do	Nov. 26	May 25, 1845	100	2, 40	23, 000	
South Atlantic	Oct. 21	July 13, 1845	2, 000	.....	.....	Rerigged 1842.
Indian Ocean ..	Sept. 15	May 20, 1845	150	3, 45	30, 000	Lost early in 1847.
Pacific Ocean ..	Nov. 9	Apr. 13, 1846	700	2, 00	6, 000	
Atlantic	Feb. 1	.....	.....	.....	.....	Comdemned at Montevideo January, 1843.
Pacific Ocean ..	Jan. 23	Oct. 24, 1845	1, 000	.....	.....	Sold 1847.
Atlantic	Apr. 11	June 2, 1843	70	.....	.....
do	July 7	Dismasted; carried into Rio December, 1842, by an English man-of-war, and condemned there; had 100 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
<i>New London, Conn.—Continued.</i>				
Superior	Ship	406	Hart	N. & W. W. Billings
Shaw Perkins	Sloop	55	Stroud	Havens & Smith
Tenedos	Bark	245	Chester	Joseph Lawrence
<i>Bridgeport, Conn.</i>				
Atlantic	Ship	291	Youngs	Sherwood Sterling
Harvest	Bark	265	do	do
<i>Sag Harbor, N. Y.</i>				
Acasta	Ship	226	Havens	Mulford & Sleight
Alcioppe	do	377	Paine	Post & Sherry
American	do	281	Cooper	S. & B. Hunting & Co.
Ann Mary Ann	do	300	Winters	Mulford & Sleight
Barbara	Bark	200	Howes	Charles T. Dering
Gem	Ship	32	Worth	Hunting Cooper
Hamilton	do	332	Ludlow	Charles T. Dering
Hannibal	do	311	Bennett	S. & B. Hunting & Co.
Henry Lee	do	409	Cannett	do
Hudson	do	368	Nickerson	Luther D. Cook
Huron	do	270	Green	do
John Jay	do	494	Rogers	N. & G. Howell
Nimrod	do	290	Howes	Charles T. Dering
Ontario	do	368	Greene	S. & B. Hunting & Co.
Phenix	do	314	Briggs	L. D. Cook
Portland	do	292	Paine	S. & B. Hunting & Co.
Romulus	do	214	Case	Mulford & Howell
Superior	Bark	275	Curwright	Post & Sherry
Timor	Ship	288	Eldridge	Hunting Cooper
Tuscany	do	209	Godbey	John Budd
<i>Cold Spring, N. Y.</i>				
Monmouth	Bark	250	Hedges	John H. Jones
<i>Greenport, N. Y.</i>				
Roanoke	Bark	252	Case	Wiggins & Parsons
1843.				
<i>New Bedford, Mass.</i>				
Abigail	Ship	310	D. Barnard	C. W. Morgan
Adeline	do	329	Colo	I. Howland, jr., & Co.
Agate	Brig	81	Vincent	Barton Ricketson
America	Ship	416	Fisher	I. Howland, jr., & Co.
Benjamin Tucker	do	346	Sands	Charles R. Tucker
Brandt	do	310	Sampson	Alexander Gibbs
Barclay	do	291	Grinnell	James Arnold
Braganza	do	470	Waterman	Pope & Morgan
Brunswick	do	297	Almy	Barton Ricketson
Canada	do	513	Topham	do
China	do	370	P-ter	William Phillips
Corinthian	do	401	J. Munckley	George Howland
Cherokee	Bark	261	Devoll	Hathaway & Luce
Cornelia	do	210	Flanders	Lemuel Kollock
Chili	Ship	291	R. W. Dexter	B. B. Howard
Congress	do	338	Weeks	Edward C. Jones
Draco	Park	257	J. V. Cox	Jona. Bourne, jr.
Dedeemon	Ship	295	M. Baker	T. & A. R. Nye
Endeavour	Bark	232	Taber	C. R. Tucker
Emerald	Ship	359	Catheart	Riddell & Dix
Equator	Bark	263	T. Mathews	John A. Standish

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Dbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Sept. 28	Apr. 10, 1844	.....	.....	.....
South Seas	June 29	Apr. 10, 1844	.....	111	.....
Crozet Island.	Sept. 6	July 8, 1844	100	1,000	9,000	
South Seas	Aug. —	May 4, 1844	180	1,500	15,000	Sold to Mystic 1844.
...do	July —	Apr. 24, 1844	.....	2,300	18,000	
South Seas	Aug. 29	June 20, 1844	.....	1,600	13,000	Bought from Boston 1843.
Crozet Island.	Sept. 11	May 19, 1844	170	2,230	25,000	
...do	July 18	—, 1843	50	1,000	6,000	Formerly a brig; rerigged 1842.
South Seas	Nov. 25	May 27, 1845	75	2,600	23,000	
...do	May 31	July 6, 1843	40	800	7,200	Third mate, Johiel Penny, killed by a whale June 28, 1843; bought from Portsmouth 1842.
Crozet Island.	Sept. 1	Aug. 5, 1843	.....	2,200	22,000	
South Seas	July 14	May 24, 1844	30	2,050	18,000	Bought from Boston 1842.
Crozet Island.	Aug. 4	—, 1843	50	1,000	6,000	
...do	Sept. 2	Feb. 17, 1845	100	2,200	28,000	Bought from Philadelphia 1842.
South Seas	Oct. 11	Apr. 14, 1844	.....	2,450	23,000	
South Atlantic	Aug. 20	Aug. —, 1843	.....	1,200	.....	Bought from Boston 1842.
Crozet Island.	Oct. 7	Feb. 10, 1845	500	4,000	40,000	
South Seas	Aug. 28	July —, 1841	100	1,000	8,000	Bought from Boston 1842.
Indian Ocean ..	June 30	July 8, 1841	80	3,220	27,000	
...do	July 30	July 28, 1844	.....	2,500	18,000	Bought from Boston 1842.
Crozet Island.	Aug. 4	Apr. 14, 1844	.....	2,500	25,000	
South Seas	June 22	Aug. —, 1843	130	930	.....	Bought from Boston 1842.
...do	July —	June 10, 1843	.....	1,100	8,600	
Crozet Island.	Sept. 27	Apr. 20, 1844	.....	2,500	25,000	Bought from Philadelphia 1842.
...do	Oct. 7	Feb. 26, 1845	.....	3,300	30,000	
South Atlantic	Aug. 13	July —, 1843	70	1,530	12,400	
South Seas	Oct. 1	Apr. 18, 1844	100	1,800	15,000	
Pacific Ocean ..	Nov. 27	July 26, 1847	1,400	230	2,000	Sent home 600 whale.
N. W. Coast ..	May 25	Apr. 27, 1846	140	2,800	.....
Atlantic	July 20	.....	60	.....	.....	Lost on Isle of Sal, Cape de Verde, December 29, 1844; oil shipped home.
Ind. and Pacific	June 13	July 13, 1845	400	4,200	13,000	Sent home 750 sperm and 23,000 pounds bone.
Pacific Ocean ..	Nov. 20	Feb. 22, 1846	150	2,500	10,000	
South Seas	May 20	June 22, 1846	500	500	.....	Returned July 9, 1844, with captain sick; sold again; Captain Mann took Captain Grinnell's place July 30, 1844.
Pacific Ocean ..	Dec. 12	July 9, 1844	.....	.....	.....
P. and N. W. ...	Aug. 1	May 6, 1846	400	3,400	14,000	Sailed under Captain Edward Gardner, who came home sick, 1846; sent home about 40 barrels whale.
Indian Ocean ..	Nov. 6	June 3, 1846	250	2,350	7,000	Sent home some bone.
N. W. Coast ..	Jan. 1	Apr. 8, 1846	350	2,400	3,000	
Ind. and Pacific	June 15	Oct. 30, 1845	800	1,600	15,000	Bought from Nantucket, 1843; sent home 600 sperm and 8,000 pounds bone.
Pacific Ocean ..	Nov. 12	May 21, 1847	270	.....	.....
Indian Ocean ..	June 8	June 7, 1840	550	2,100	6,000	Bought from Fairhaven 1843.
...do	Dec. 12	Apr. 27, 1846	600	40	3,000	
...do	June 28	May 19, 1845	400	1,900	23,000	Bought from Fairhaven 1843.
Pacific and Ind	Dec. 8	Feb. 22, 1846	50	1,950	16,000	
Pacific Ocean ..	Dec. 18	Apr. 16, 1847	1,600	.....	.....	Bought from Fairhaven 1843.
...do	Oct. 18	July 21, 1848	1,800	.....	.....
Indian Ocean ..	Aug. 10	May 24, 1847	100	1,600	15,000	
Pacific Ocean ..	Nov. 20	July 9, 1847	1,400	100	
...do	Oct. 10	May 19, 1847	1,400	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
<i>New Bedford, Mass.—Continued.</i>				
Falcon	Ship ...	273	— Richmond	Wilcox & Richmond ...
Florida	do	336	— Cunningham	E. C. Jones
Francoes	do	346	E. Gardner	J. Arnold
Frances Henrietta	do	407	— Dexter	C. W. Morgan
Franklin	Bark	216	— Winslow	West & Paine
Franklin	Ship	33	— Chadwick	Abm. H. Howland
Gen. Pike	do	315	— Pierce	William Gifford
George	do	275	— McCleave	J. A. Parker & Son
George Porter	do	28	E. A. Arthur	Riddell & Dix
G. Washington	Bark	230	— Taylor	Charles Hitch
Goleonda	Ship	331	— Howland	George Howland
Herald, 2d	do	30	— Mayhew	T. & A. R. Nye
Hector	do	360	George Mauter	C. W. Morgan
Hercules, 2d	do	29	— Marvell	D. R. Greene & Co
Hope	do	310	— Tucker	George Howland
Hope	Bark	186	— Taylor	William Watkins
Houqua	Ship	33	— Brown	Alex. Gibbs
India	do	300	— Walker	A. H. Howland
Iris	do	31	G. B. Spooner	E. C. Jones
Isaac Howland	do	39	— Fisher	I. Howland, jr., & Co
Israel	do	35	— Finch	B. R. Howard
Java	do	27	— Shockley	George Howland
John Howland	do	37	— Leary	J. & J. Howland
Juno	Brig	10	— Spooner	B. Ricketson
Lagoda	Ship	31	Henry Colt	Jona. Bourne, jr.
Lucas	do	281	— Borden	Edward W. Howland
Mercator	do	24	— Cook	John A. Parker
Maria	Bark	20	— Coffin	Samuel W. Rodman
Milo	Ship	30	— Gardner	And. Robeson
Minerva	Bark	190	— King	C. R. Tucker
Messenger	Ship	271	— Downs	John R. Thornton
Mount Vernon	do	35	G. A. Covell	D. R. Greene & Co
Newton	do	28	— Sawyer	J. Bourne, jr.
Navy	do	35	— Smith	J. B. Wood & Co
Octavia	do	25	— Barker	Gideon Allen
Orozimbo	do	5	— Battlett	B. Kick ton
Peri	Bark	191	— Jose	Ro.ney French
Phocion	Ship	200	P. Butler	J. R. Thornton
Ploughboy	do	39	S. Clark	T. & A. R. Nye
Parachute	do	33	— Cle	B. B. Howard
Persia	Bark	24	— Whippy	L. muel Kollock
Roscoe	Ship	33	— McCleave	A. Robeson
Rodman	do	311	— Newcomb	C. W. Morgan
Roman	do	37	— Shockley	E. W. C. Jones
Roscius	Bark	30	— Hazard	William P. Howland
St. George	Ship	40	— Thomas	Abraham Barker
Statira	do	34	— Adams	Hathaway & Luce
Sarah Louise	Brig	14	— Plaskett	William R. Rodman
Trident	Ship	41	— Black	J. A. Parker & Son
Timoleon	do	34	W. Plasket	J. Dunbar & Co
Two Sisters	Brig	12	— Marfield	Frederick P. Shaw
Uncas	Ship	41	— Gr'ett	A. H. Howland
Virginia	do	34	Jos. J. Chase	Hathaway & Luce

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Ind. and N. W. Indian Ocean	July 17	May 23, 1846	330	1,450	9,000	Captain Cunningham and one man drowned October, 1844.
	Aug. 16	Mar. 13, 1846	350	1,850	17,000	
Pacific Ocean	Nov. 1	July 20, 1847	1,300	Captain Gardner returned sick, 1846; sent home 620 sperm.
P. and N. W.	Aug. 12	May 20, 1845	600	2,000	20,000	Third mate and two men lost; boat stove by a whale, 1844.
Pacific Ocean	Aug. 29	Sept. 25, 1845	1,340	Temporarily withdrawn, 1847; sent home 280 sperm.
Ind. and Pacific	Apr. 20	May 26, 1846	300	1,250	15,000	
N. W. Coast	Sept. 9	Sept. 20, 1845	310	2,300	22,000	
Pacific Ocean	Aug. 21	May 25, 1847	1,500	3.0	2,000	
do	Sept. 19	Mar. 3, 1847	1,400	.....	.....
Indian Ocean	June 6	July 2, 1845	750	450	Wrecked and condemned at Bay of Islands September, 1844; had 1,000 sperm, 300 whale, which was saved. Mr. Williams, first mate, died at sea January, 1846.
Pacific Ocean	Sept. 2	June 6, 1847	1,000	200	.....
do	July 5	June 5, 1847	1,000	100	.....
do	Dec. 12	Oct. 25, 1847	1,700	.....	.....
South Seas	Aug. 1	Mar. 3, 1845	400	400	3,200	
Pacific Ocean	Dec. 18	
Indian Ocean	Jan. 17	July 31, 1847	1,370	Diverted in a gale off Elizabeth Islands February 4, 1845, on passage home.
N. W. Coast	Sept. 1	Apr. 13, 1846	71	2,925	12,000	
Ind. and Pacific	May 11	Apr. 9, 1845	.....	3,200	30,000
Pacific Ocean	Nov. 7	Feb. 28, 1847	1,100	700	.....
Indian Ocean	July 11	Feb. 4, 1845	120	3,200	32,000	
do	Dec. 5	May 12, 1846	175	2,700	22,000	Condemned and sold at St. Catherine's April, 1845; bought by parties in Sapporo.
Ind. and Pacific	June 24	Apr. 3, 1845	6	2,200	23,000	
Pacific Ocean	Aug. 23	Apr. 22, 1847	2,200	70	.....
Atlantic	July 21	.....	.....	.....	.....
N. W. Coast	Nov. 8	May 26, 1846	120	3,000	14,000	
Cronstien	July 10	Lost at Fort Dauphin, Madagascar, March 9, 1845; had 1,700 barrels whale-oil; saved 200.
Indian Ocean	June 20	Sept. 11, 1845	770	650	5,000	Sold 150 whale at Callao. Sent home 600 whale.
do	Nov. 12	May 20, 1846	300	.....	.....
Pacific Ocean	May 11	May 19, 1846	2.0	2,500	7,000	
Indian Ocean	Dec. 15	May 6, 1846	1,000	.....	.....
Pacific Ocean	July 29	Apr. 7, 1847	1,400	30	2,500	
N. W. Coast	Nov. 23	May 21, 1846	270	2,200	22,000	Crew mutinied at Oahu; new crew shipped; Captain Sawyer died at San Diego December, 1844.
do	Nov. 25	May 22, 1846	01	2,500	7,500	
Ind. and N. W.	Sept. 12	May 20, 1845	210	2,400	25,000	
Ind. and Pacific	Aug. 1	Sept. 11, 1845	540	600	6,500	
Indian Ocean	Jan. 17	May 17, 1845	100	3,600	37,000	
do	Aug. 22	Dec. 19, 1845	620	Bought from Nantucket.
do	Sept. 19	Apr. 24, 1846	100	1,400	.....
Pacific Ocean	Oct. 19	Nov. 29, 1847	2,200	50	.....
N. W. Coast	Nov. 24	July 2, 1845	19	2,400	20,000	
Ind. and Pacific	July 30	Apr. 27, 1846	100	1,600	9,000	
Pacific Ocean	Sept. 14	Apr. 15, 1847	1,900	220	2,000	Sold 700 whale at Bahia; sent home 65 sperm 9.66 pounds bone. Brought from Boston 1843. Added 1843; sent home 21,932 pounds bone. Bought from Nantucket.
do	Aug. 15	May 11, 1847	2,400	.....	.....
Ind. and N. W.	July 19	Apr. 27, 1845	100	2,550	24,000	
Pacific Ocean	Nov. 23	May 6, 1846	970	600	7,000	
N. W. Coast	July 11	July 9, 1847	120	2,250	6,000	
do	Aug. 24	July 31, 1847	270	2,750	25,000	Lost in Union Bay, Patagonia, September 21, 1843.
South Atlantic	Sept. 21	Mar. —, 1848	13	.....	.....
Pacific Ocean	June 8	Sept. 13, 1846	100	.....	.....
N. W. Coast	Oct. 9	July 12, 1845	500	2	6,000	
do	May 7	.....	.....	.....	.....
Ind. and N. W.	Aug. 5	Apr. 13, 1846	5	3,200	16,000	
Pacific Ocean	Nov. 7	June 5, 1847	2,000	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
<i>New Bedford, Mass.—Continued.</i>				
Falcon	Ship	270	— Richmond	Wilcox & Richmond
Florida	do	330	— Cunningham	E. C. Jones
Frances	do	340	E. Gardner	J. Arnold
Frances Henrietta	do	400	— Dexter	C. W. Morgan
Franklin	Bark	210	— Winslow	West & Paine
Franklin	Ship	330	— Chadwick	Abm. H. Howland
Gen. Pike	do	310	— Pierce	William Gifford
George	do	275	— M'Cleave	J. A. Parker & Son
George Porter	do	280	E. A. Arthur	Riddell & Dix
G. Washington	Bark	230	— Taylor	Charles Hitch
Goleonda	Ship	330	— Howland	George Howland
Herald, 2d	do	300	— Mayhew	T. & A. R. Nye
Hector	do	350	George Munter	C. W. Morgan
Hercules, 2d	do	290	— McVell	D. R. Greene & Co
Hope	do	310	— Tucker	George Howland
Hope	Bark	180	— Taylor	William Watkins
Houqua	Ship	330	— Brown	Alex. Gibbs
India	do	360	— Walker	A. H. Howland
Iris	do	310	G. B. Spooner	E. C. Jones
Isaac Howland	do	390	— Fisher	I. Howland, jr., & Co
Israel	do	330	— Finch	B. B. Howard
Java	do	270	— Shockley	George Howland
John Howland	do	370	— Leary	J. & J. Howland
Juno	Brig	100	— Spooner	B. Ricketson
Lagoda	Ship	340	Henry Colt	Jona. Bourne, jr.
Lucas	do	280	— Borden	Edward W. Howland
Mercator	do	240	— Cook	John A. Parker
Maria	Bark	200	— Coffin	Samuel W. Rodman
Milo	Ship	390	— Gardner	And. Robeson
Minerva	Bark	190	— King	C. R. Tucker
Messenger	Ship	270	— Downs	John R. Thornton
Mount Vernon	do	350	G. A. Covell	D. R. Greene & Co
Newton	do	280	— Sawyer	J. Bourne, jr.
Navy	do	350	— Smith	J. B. Word & Co
Octavia	do	270	— Barker	Gideon Allen
Orozimbo	do	500	— Battlett	B. Ricketson
Peri	Bark	100	— Jose	Reinoy French
Phocion	Ship	260	P. Butler	J. R. Thornton
Ploughboy	do	300	S. Clark	T. & A. R. Nye
Parachute	do	330	— Cle	B. B. Howard
Persia	Bark	240	— Whippley	Lucret. Kollock
Roscoe	Ship	300	— M'Cleave	A. Robeson
Rodman	do	370	— Newcomb	C. W. Morgan
Roman	do	370	— Shockley	Edw. C. Jones
Roscius	Bark	300	— Hazard	William P. Howland
St. George	Ship	400	— Thomas	Abrham Barker
Statira	do	340	— Adams	Hathaway & Luce
Sarah Louisa	Brig	140	— Plaskett	William R. Rodman
Trident	Ship	410	— Black	J. A. Parker & Son
Timoleon	do	340	W. Plasket	J. Dunbar & Co
Two Sisters	Brig	120	— Maxfield	Frederick P. Shaw
Uncon	Ship	410	— G'ott	A. H. Howland
Virginia	do	340	Jos. J. Chase	Hathaway & Luce

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Ind. and N. W.	July 17	May 23, 1846	200	1,400	8,000	Captain Cunningham and one man drowned October, 1844.
Indian Ocean ..	Aug. 16	Mar. 13, 1846	350	1,850	17,000	
Pacific Ocean ..	Nov. 1	July 20, 1847	1,300	Captain Gardner returned sick, 1846; sent home 830 sperm.
P. and N. W. ..	Aug. 12	May 20, 1845	600	2,000	20,000	Third mate and two men lost; boat stove by a whale, 1844.
Pacific Ocean ..	Aug. 20	Sept. 25, 1845	1,310	Temporarily withdrawn, 1847; sent home 200 sperm.
Ind. and Pacific	Apr. 20	May 26, 1846	300	1,250	15,000	
N. W. Coast ..	Sept. 9	Sept. 20, 1845	300	2,300	22,000	
Pacific Ocean ..	Aug. 21	May 28, 1847	1,500	3,000	2,000	
.....do	Sept. 19	Mar. 3, 1847	1,400	.....	.....
Indian Ocean ..	June 6	July 2, 1845	750	450	Wrecked and condemned at Bay of Islands September, 1848; had 1,600 sperm, 300 whale, which was saved.
Pacific Ocean ..	Sept. 2	June 6, 1847	1,400	200	.....
.....do	July 5	June 5, 1847	103	100	.....
.....do	Dec. 13	Oct. 28, 1847	1,700	.....	.....
South Seas ..	Aug. 1	Mar. 1, 1845	400	400	3,200	
Pacific Ocean ..	Dec. 18	Mr. Williams, first mate, died at sea January, 1846.
Indian Ocean ..	Jan. 17	July 31, 1847	1,300	Dismasted in a gale off Elizabeth Islands February 4, 1845, on passage home.
N. W. Coast ..	Sept. 1	Apr. 13, 1846	75	2,225	13,000	
Ind. and Pacific	May 11	Apr. 9, 1845	3,200	30,000	Condemned and sold at St. Catharines April, 1845; bought by parties in Sipleian.
Pacific Ocean ..	Nov. 7	Feb. 26, 1847	1,100	700	.....
Indian Ocean ..	July 11	Feb. 4, 1845	120	3,280	32,000	Lost at Fort Dauphin, Madagascar, March 9, 1845; had 1,700 barrels whale-oil; saved 900.
.....do	Dec. 5	May 12, 1846	125	2,700	23,000	
Ind. and Pacific	June 24	Apr. 3, 1845	60	2,240	25,000	Crew mutinied at Ohahu; new crew shipped; Captain Sawyer died at San Diego December, 1844.
Pacific Ocean ..	Aug. 23	Apr. 22, 1847	2,200	70	.....
Atlantic	July 24	Sold 150 whale at Callao. Sent home 600 whale.
N. W. Coast ..	Nov. 8	May 26, 1846	120	3,080	14,000	
Crozettes	July 10	Sent home 36 sperm.
Indian Ocean ..	June 20	Sept. 11, 1845	770	850	5,000	
.....do	Nov. 12	May 20, 1846	900	Crew mutinied at Ohahu; new crew shipped; Captain Sawyer died at San Diego December, 1844.
Pacific Ocean ..	May 11	May 19, 1846	358	2,500	7,000	
Indian Ocean ..	Dec. 18	May 6, 1846	1,000	Bought from Nantucket.
Pacific Ocean ..	July 29	Apr. 7, 1847	1,430	300	2,500	
N. W. Coast ..	Nov. 23	May 21, 1846	270	2,230	29,000	Sold 700 whale at Bahia; sent home 65 sperm, 9,666 pounds bone.
.....do	Nov. 25	May 22, 1846	60	2,500	7,500	
Ind. and N. W.	Sept. 12	May 28, 1845	300	2,800	25,000	Bought from Boston 1843.
Ind. and Pacific	Aug. 1	Sept. 11, 1845	540	250	6,500	
Indian Ocean ..	July 13	May 17, 1845	110	3,640	37,000	Bought from Nantucket.
.....do	Aug. 22	Dec. 19, 1845	650	.....	.....
.....do	Sept. 19	Apr. 24, 1846	100	1,400	Sold 700 whale at Bahia; sent home 65 sperm, 9,666 pounds bone.
Pacific Ocean ..	Oct. 19	Nov. 28, 1847	2,200	50	.....
N. W. Coast ..	May 24	July 9, 1845	100	2,400	26,000	Bought from Nantucket.
Ind. and Pacific	July 20	Apr. 27, 1846	100	1,600	9,000	
Pacific Ocean ..	Sept. 14	Apr. 4, 1847	1,930	250	2,000	Lost in Union Bay, Patagonia, September 21, 1843.
.....do	Aug. 15	May 11, 1847	2,400	.....	.....
Ind. and N. W.	July 19	Apr. 27, 1847	100	2,550	24,000	Bought from Nantucket.
Pacific Ocean ..	Nov. 23	May 6, 1846	970	200	7,000	
N. W. Coast ..	July 11	July 9, 1847	150	2,950	6,000	Bought from Nantucket.
.....do	Aug. 24	July 31, 1845	250	2,730	26,000	
South Atlantic	Sept. 21	Mar. —, 1846	130	Lost in Union Bay, Patagonia, September 21, 1843.
Pacific Ocean ..	June 8	Sept. 13, 1846	150	.....	.....
N. W. Coast ..	Oct. 9	July 12, 1845	500	3	8,800	Lost in Union Bay, Patagonia, September 21, 1843.
.....do	May 7	.....	.....	.....	.....
Ind. and N. W.	Aug. 5	Apr. 13, 1846	5	3,950	16,000	Lost in Union Bay, Patagonia, September 21, 1843.
Pacific Ocean ..	Nov. 7	June 5, 1847	2,050	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
<i>New Bedford, Mass.—Continued.</i>				
William Rotch	Ship	290	— Tobey	John Coggeshall
Zeptyr	do	301	— Smith	Alex. G. bus
Zoroaster	Brig	150	— Seabury	Pardon G. Seabury
<i>Fairhaven, Mass.</i>				
Ansel Gibbs	Ship	315	— West	Gibbs & Jenney
Arab	Bark	270	— Wrightington	I. F. Terry
Baltic	Ship	400	Charles Butler	Asa Swift
Columbus	do	38	— Fish	Gibbs & Jenney
Eagle	do	22	— Perry	Reuben Fish
Favorite	Bark	200	— Young	F. R. Whitwell
General Scott	Ship	33	— Daggett	L. C. Tripp
Harvest	Bark	31	J. D. Taber	Jabez Delano, jr
Horolne	Ship	315	— West	Nathan Church
Jos. Maxwell	do	30	— Perry	F. R. Whitwell
Leonidas	do	24	— Tobey	L. Jenney & J. Tripp
London Packet	do	31	J. Howland	Gibbs & Jenney
Omega	do	30	Gardner	Nathan Church
Pacific	Bark	31	— Merrihew	Charles Butler
Sarah Frances	Ship	301	— Miller	E. Sawin
<i>Holmes's Hole, Mass.</i>				
Delphos	Ship	33	— West	Thomas Bradley
<i>Nantucket, Mass.</i>				
Atlantic	Ship	321	James Coleman	R. Gardner
Barclay	do	30	Eben Baker	John H. Shaw
Catawba	do	35	William Coleman	C. G. & H. Coffin
Dan'l Webster	do	31	Reuben F. Starbuck	French & Coffin
Empire	do	41	Charles A. Veeder	G. & M. Starbuck & Co.
Mary	do	36	Charles Pitman, jr	Daniel Jones
Ontario	do	33	Stephen B. Gibbs	Barrett & Upton
Penobscot	Brig	130	— Kelley	Justin Lawrence
Peru	Bark	255	Edwin Barnard	David Joy
Rambler	Ship	310	Robert McCleave	F. C. Sanford
Richard Mitchell	do	300	Josiah C. Long	R. Mitchell & Sons
Spartan	do	31	Nehemiah C. Fisher	Daniel Jones
Tyloston	Brig	30	— Lucas	David Thain
Washington	Ship	30	Stephen Bailey	Matthew Crosby
Young Eagle	do	31	Benjamin Lathrop	Simson Starbuck
Zenas Coffin	do	33	Obed Ramsdell	C. G. & H. Coffin
Zoro	do	36	Obed Starbuck	Levi Starbuck
<i>Edgartown, Mass.</i>				
Almira	Ship	36	— Alley	Abm. Osborne
Pavilion	Brig	150	— Adams	Calvin C. Adams
Splendid	Ship	350	— Smith	Abm. Osborne
<i>Westport, Mass.</i>				
Barclay	Bark	165	— Macomber	Davis & Corey
Dr. Franklin	do	171	— Francis	Job Davis
Juno	Brig	168	— Cook	A. B. Gifford
President	Bark	165	— Simons	Andrew Illcks
United States	do	215	— Gifford	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	June 13	May 24, 1847	1,300	Withdrawn 1847; sold to Fairhaven.
do ..	June 15	Feb. 28, 1847	2,200	.....	.....
Indian Ocean ..	July 6	May 19, 1845	70	.....	.....
Indian Ocean ..	June 15	Feb. 12, 1845	370	2,100	23,000	Bought from Nantucket; sent home 15,589 pounds bone; transferred to New Bedford September, 1845; wrecked on Behring Isl. and June 15, 1846, with 2,000 barrels oil. First mate, Harvey Cole, died 1844. Second mate, Pearce A. Stillman, killed by the falling of a whale-fin while cutting in, April 17, 1844; condemned at Rio Janeiro February, 1846. Sent home 340 barrels whale and 100 barrels sperm oil and 2,000 pounds bone.
do ..	Aug. 16	Sept. 17, 1846	80	1,000	17,000	
Pacific Ocean ..	Dec. 10	.....	.....	.....	.....
N. W. Coast ..	Nov. 23	Apr. 13, 1846	800	2,400	14,000	Capt. Hiller lost by upsetting of his boat while fast to a whale May 31, 1844.
Pacific Ocean ..	June 12	.....	.....	.....	.....
Ind. and N. W.	Aug. 27	Feb. 22, 1846	900	1,600	6,000	
Pacific Ocean ..	Aug. 14	Apr. 6, 1847	1,900	300	2,000	Sold 100 barrels whale-oil; new this voyage; built at Mattapoisett.
Indian Ocean ..	Oct. 4	Apr. 20, 1846	55	1,900	20,000	
do ..	June 14	Feb. 24, 1845	60	2,650	22,000	
Pacific and Ind.	Dec. 12	Nov. 26, 1847	1,400	Sunk at sea 1847 homeward bound.
New Holland ..	July 1	Jan. 27, 1846	1,050	750	7,000	
Pacific Ocean ..	Nov. 9	May 20, 1847	2,650	25	2,000	
do ..	Dec. 19	Oct. 27, 1846	800	1,400	14,000	Third mate, Manuel Valado, knocked overboard and drowned April 20, 1844. Sold to Fairhaven 1847.
Ind. and Pacific	Aug. 1	Mar. 30, 1845	90	2,060	19,000	
Pacific Ocean ..	Dec. 13	Oct. 14, 1847	1,900	.....	.....
N. W. Coast ..	Oct. 3	Apr. 28, 1845	200	2,300	25,000	First mate, James Brice, died at Lahaina, April 20, 1845.
Pacific Ocean ..	Oct. 28	June 22, 1846	1,965	.....	.....
do ..	Oct. 20	June 16, 1847	1,220	3	.....
do ..	Dec. 24	Sept. 23, 1847	1,833	41	Sent home 63 barrels sperm; second mate, killed by a whale January, 1844.
do ..	May 18	Nov. —, 1847	1,964	264	.....
do ..	May 18	Nov. 27, 1847	2,076	35	.....
do ..	Oct. 1	Apr. 16, 1847	862	85	1,500	Condemned at Simon's Bay, Cape of Good Hope, February, 1845.
do ..	May 24	May 2, 1846	2,213	.....	.....
Indian Ocean ..	July 24	.....	230	140	.....
Pacific Ocean ..	May 10	Sept. 19, 1846	966	Sent home 63 barrels sperm; second mate, killed by a whale January, 1844.
do ..	July 13	May 25, 1847	1,578	52	.....
do ..	Oct. 14	Sept. 30, 1847	1,808	.....	.....
do ..	Nov. 19	July —, 1847	1,387	Sunk at sea 1847 homeward bound.
Atlantic ..	Oct. 21	Oct. 15, 1845	.....	.....	.....
Pacific Ocean ..	Dec. 2	June 12, 1847	1,613	20	.....
do ..	Dec. 5	Third mate, Manuel Valado, knocked overboard and drowned April 20, 1844. Sold to Fairhaven 1847.
do ..	Sept. 17	May 28, 1848	1,820	326	3,000	
do ..	Oct. 13	Nov. 10, 1846	1,226	.....	.....
Pacific Ocean ..	June 12	Apr. 6, 1847	1,200	300	2,500	First mate, James Brice, died at Lahaina, April 20, 1845.
Atlantic ..	May 10	Sept. 16, 1845	50	50	.....
Pacific Ocean ..	Oct. 15	Apr. 25, 1846	450	1,900	19,000	
Atlantic ..	May 29	Oct. 20, 1844	550	First mate, James Brice, died at Lahaina, April 20, 1845.
do ..	Sept. 19	Apr. 6, 1844	370	.....	.....
do ..	June 20	Aug. 27, 1844	100	70	760	
South Atlantic	May 31	May 31, 1844	230	120	960	
Indian Ocean ..	Sept. 13	Mar. 5, 1846	1,150	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
<i>Sippican, Mass.</i>				
Cossack	Bark	256	Delano	S. C. Luce
Popmunnet	do	184	Flanders	Henry M. Allen
Quito	Brig	140	Chase	J. S. Bates
<i>Mattapoisset, Mass.</i>				
Annawan	Brig	149	Dexter	Seth Freeman
Edward	do	134	Taber	Wilson Barstow
Lagrange	do	170	Lumbert	E. Willis
<i>Wareham, Mass.</i>				
Inga	Brig	169	Cudworth	M. S. F. Tobey
Montezuma	Bark	195	Allen	do
<i>Provincetown, Mass.</i>				
Carter Braxton	Ship	138	Sparks	Joseph Atkins
Fairy	Bark	186	Cook	Abraham Small
Franklin	Brig	172	Soper	Robert Soper
Gem	do	162	Nickerson	Timothy P. Johnson
John B. Dods	do	163	Gann	E. S. Smith
Pacific	do	130	Tilson	Stephen Cook, jr.
Phenix	do	150	Small	Leonard Small
Samuel and Thomas	do	191	Nickerson	Samuel Soper
Wm. Henry	Schooner	111	Chase	Godfrey Ryder
<i>Plymouth, Mass.</i>				
Maracaibo	Brig	85	Nickerson	Atwood L. Drew
Triton	Ship	315	Russell	James Bartlett
Yeoman	Brig	175	Gooding	do
<i>Boston, Mass.</i>				
Maine	Brig	174	Tobey	N. Sturtevant
<i>Fall River, Mass.</i>				
Ann Maria	Brig	190	Carr	J. S. Barnard
Gold Hunter	Ship	281	Wood	Nathan Durfee
Leonidas	Brig	128	Marvel	do
Rowena	Ship	404	Eates	do
<i>Providence, R. I.</i>				
Bowditch	Ship	398	Sowle	Thomas Fletcher
South America	do	616	Sowle	do
<i>Bristol, R. I.</i>				
Emigrant	Bark	180	Shearman	Samuel Church
Leonidas	Ship	353	Waldron	William R. Taylor
<i>Warren, R. I.</i>				
Boy	Ship	252	Barton	N. M. Wheaton
Covington	do	351	Devoll	Mauran & Fessenden
Franklin	Bark	240	Barton	Samuel Barton
Jane	Ship	371	Eddy	H. P. Child
Montgomery	do	135	Champlin	Stephen Martin
Magnet	do	353	Munro	Joseph Smith
Philip Tabb	do	405	Webb	Driscoll & Child
Warren	do	323	Gardner	Joseph Smith
Wm. Baker	do	225	Bordon	Child & Fessenden
<i>Newport, R. I.</i>				
Helen	Brig	190	Peabody	William Price

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
N. W. Coast....	Oct. 24	May 21, 1846	80	1,620	14,000	
Indian Ocean ..	Dec. 2	July 3, 1845	170	530	3,000	
Atlantic	Jan. 9	Sept. 21, 1845	280	40	.....
Atlantic	Apr. 28	Oct. 3, 1844	530	.....	.....
...do	Oct. 19	Sept. 7, 1844	630	.....	.....
...do	Apr. 28	July 1, 1845	300	.....	.....
Atlantic	June 28	Nov. 24, 1844	830	.....	.....
South Atlantic.	Aug. 29	Oct. 25, 1845	500	100	800	Sold to New Bedford 1846.
Atlantic	July 6	Aug. 13, 1844	280	.....	.....
Indian Ocean ..	Sept. 8	Oct. 25, 1844	490	.....	.....
Atlantic	July 9	Oct. 5, 1844	90	.....	.....
...do	Mar. 27	June 30, 1844	250	.....	.....
South Atlantic.	Oct. 20	Aug. 27, 1844	190	15	.....
...do	Aug. 25	Sept. 12, 1844	220	.....	.....
Atlantic	July 14	Oct. —, 1844	400	.....	.....
...do	July 15	Oct. 10, 1844	290	.....	.....
...do	Dec. 30	Aug. 12, 1844	30	.....	.....
Atlantic .....	.....	July 12, 1844	.....	55	500	
Pacific Ocean ..	July 16	Apr. 10, 1844	55	10	.....
Atlantic	Jan. 13	July 24, 1846	1,400	.....	.....	Sold to New Bedford 1846.
Atlantic	Oct. 20	Apr. 14, 1845	650	.....	.....	Bought 1843.
Indian Ocean ..	Nov. 18	May —, 1846	.....	.....	.....	Withdrawn 1846.
Indian Ocean ..	June 11	Mar. 30, 1845	900	900	1,600	
Pacific Ocean ..	Oct. 31	May 4, 1846	120	1,200	4,000	Sent home about 7,500 pounds bone.
...do	Nov. 7	June 6, 1845	280	.....	.....
Pacific Ocean ..	Oct. 12	May 1, 1846	250	2,850	22,000	
Pacific Ocean ..	June 9	May 8, 1846	.....	1,600	14,000	Captain Sowle drowned May 10, 1844, while fast to a whale; sold 1846.
N. W. Coast....	Nov. 14	Mar. 5, 1846	170	4,100	32,000	Formerly of the New York and Liverpool line of packets; bought for a whaler 1843; sent home 800 barrels whale, 100 barrels sperm, 36,000 pounds bone; sold at Bahia 1,000 barrels whale; largest voyage on record up to date.
Pacific Ocean ..	Feb. 8	Sept. 9, 1844	300	200	2,000	
...do	June 11	Apr. 9, 1846	170	4,100	22,000	Sold 1847.
Pacific Ocean ..	Dec. 17	Dec. 16, 1846	650	1,100	11,000	Sent home 14,700 pounds bone.
N. W. Coast....	Dec. 8	Apr. 25, 1846	150	2,400	14,000	Bought from Baltimore 1843.
Pacific Ocean ..	Sept. 10	Dec. 21, 1846	650	1,100	.....
N. W. Coast....	July 30	.....	.....	.....	.....
Indian Ocean ..	Oct. 28	Nov. 9, 1844	.....	.....	.....
Pacific Ocean ..	June 4	Apr. 12, 1845	.....	2,500	25,000	Withdrawn 1844.
Ind. & N. W.	Aug. 4	Apr. 30, 1845	.....	2,600	28,000	
N. W. Coast....	Aug. 4	June 9, 1846	30	2,100	3,000	
...do	Oct. 29	Apr. 18, 1846	100	1,300	4,000	Sold 1846.
South Atlantic	Aug. 31	May 5, 1844	130	.....	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
<i>Sippican, Mass.</i>				
Cossack	Bark	256	— Delano	S. C. Luce
Popmunnet	do	184	— Flanders	Henry M. Allen
Quito	Brig	140	— Chase	J. S. Bates
<i>Mattapoisett, Mass.</i>				
Annawan	Brig	159	— Dexter	Seth Freeman
Edward	do	134	— Taber	Wilson Barstow
Lagrange	do	170	— Lumbert	E. Willis
<i>Wareham, Mass.</i>				
Inga	Brig	169	— Cudworth	M. S. F. Tobey
Montezuma	Bark	195	— Allen	do
<i>Provincetown, Mass.</i>				
Carter Braxton	Ship	137	— Sparks	Joseph Atkins
Fairy	Bark	186	— Cook	Abraham Small
Franklin	Brig	172	— Soper	Robert Soper
Gem	do	162	— Nickerson	Timothy P. Johnson
John B. Dods	do	163	— Genn	E. S. Smith
Pacific	do	130	— Tilson	Stephen Cook, jr.
Phoenix	do	150	— Small	Leonard Small
Samuel and Thomas	do	191	— Nickerson	Samuel Soper
Wm. Henry	Schooner	111	— Chase	Godfrey Ryder
<i>Plymouth, Mass.</i>				
Maracalbo	Brig	90	— Nickerson	Atwood L. Drew
Triton	Ship	315	— Russell	James Bartlett
Yeoman	Brig	175	— Gooding	do
<i>Boston, Mass.</i>				
Maine	Brig	174	— Tobey	N. Sturtevant
<i>Fall River, Mass.</i>				
Ann Maria	Brig	190	— Carr	J. S. Barnard
Gold Hunter	Ship	281	— Wood	Nathan Durfee
Leonidas	Brig	125	— Marvel	do
Ruena	Ship	404	— Estes	do
<i>Providence, R. I.</i>				
Bowditch	Ship	398	— Sowle	Thomas Fletcher
South America	do	616	— Sowle	do
<i>Bristol, R. I.</i>				
Emigrant	Bark	180	— Shearman	Samuel Church
Leonidas	Ship	353	— Waldron	William R. Taylor
<i>Warren, R. I.</i>				
Boy	Ship	252	— Barton	N. M. Wheaton
Covington	do	351	— Devoll	Mauran & Fessenden
Franklin	Bark	240	— Barton	Samuel Barton
Jane	Ship	371	— Eddy	S. P. Child
Montgomery	do	135	— Champlin	Stephen Martin
Magnet	do	353	— Munro	Joseph Smith
Philip Tabb	do	405	— Webb	Driscoll & Child
Warren	do	383	— Gardner	Joseph Smith
Wm. Baker	do	225	— Bordon	Child & Fessenden
<i>Newport, R. I.</i>				
Helen	Brig	120	— Peabody	William Price

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
N. W. Coast....	Oct. 24	May 31, 1846	80	1,620	14,000	
Indian Ocean ..	Dec. 2	July 3, 1845	170	530	3,000	
Atlantic	Jan. 9	Sept. 21, 1845	280	40	.....
Atlantic	Apr. 28	Oct. 3, 1844	530	.....	.....
do	Oct. 19	Sept. 7, 1844	630	.....	.....
do	Apr. 28	July 1, 1845	300	.....	.....
Atlantic	June 26	Nov. 24, 1844	830	.....	.....
South Atlantic.	Aug. 29	Oct. 25, 1845	500	100	800	Sold to New Bedford 1846.
Atlantic	July 6	Aug. 13, 1844	280	.....	.....
Indian Ocean ..	Sept. 8	Oct. 25, 1844	490	.....	.....
Atlantic	July 9	Oct. 5, 1844	90	.....	.....
do	Mar. 27	June 30, 1844	250	.....	.....
South Atlantic.	Oct. 20	Aug. 27, 1844	190	15	.....
do	Aug. 25	Sept. 12, 1844	220	.....	.....
Atlantic	July 14	Oct. —, 1844	460	.....	.....
do	July 15	Oct. 10, 1844	280	.....	.....
do	Dec. 30	Aug. 12, 1844	30	.....	.....
Atlantic .....	.....	July 12, 1844	.....	55	500	
Pacific Ocean ..	July 18	Apr. 10, 1844	55	10	.....
Atlantic	Jan. 13	July 24, 1846	1,400	.....	.....	Sold to New Bedford 1846.
Atlantic	Oct. 20	Apr. 14, 1845	650	.....	.....	Bought 1843.
Indian Ocean ..	Nov. 18	May —, 1846	.....	.....	.....	Withdrawn 1846.
Indian Ocean ..	June 11	Mar. 30, 1845	900	200	1,600	
Pacific Ocean ..	Oct. 31	May 4, 1846	120	1,200	4,000	Sent home about 7,500 pounds bone.
do	Nov. 7	June 6, 1845	260	.....	.....
Pacific Ocean ..	Oct. 19	May 1, 1846	250	2,850	23,000	
Pacific Ocean ..	June 9	May 8, 1846	.....	1,600	14,000	Captain Sowle drowned May 10, 1844, while fast to a whale; sold 1846.
N. W. Coast....	Nov. 14	Mar. 5, 1846	170	4,100	22,000	Formerly of the New York and Liverpool line of packets; bought for a whaler 1843; sent home 800 barrels whale; 100 barrels sperm, 36,000 pounds bone; sold at Bahia 1,000 barrels whale; largest voyage on record up to date.
Pacific Ocean ..	Feb. 8	Sept. 2, 1844	300	200	2,000	
do	June 11	Apr. 9, 1846	170	4,100	23,000	Sold 1847.
Pacific Ocean ..	Dec. 17	Dec. 16, 1846	650	1,100	11,000	Sent home 14,700 pounds bone.
N. W. Coast....	Dec. 8	Apr. 25, 1846	150	2,400	14,000	Bought from Baltimore 1843.
Pacific Ocean ..	Sept. 10	Dec. 21, 1846	650	1,100	.....
N. W. Coast....	July 30	.....	.....	.....	.....
Indian Ocean ..	Oct. 28	Nov. 9, 1844	.....	.....	.....	Withdrawn 1844.
Pacific Ocean ..	June 4	Apr. 12, 1845	.....	2,500	25,000	
Ind. & N. W.	Aug. 4	Apr. 30, 1845	.....	2,800	23,000	
N. W. Coast....	Aug. 4	June 2, 1846	30	2,100	3,000	
do	Oct. 29	Apr. 18, 1846	100	1,300	4,000	Sold 1846.
South Atlantic	Aug. 31	May 5, 1844	130	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
<i>Newport, R. I.—Continued.</i>				
Jno. Coggeshall	Ship	338	— Macy	Peleg Clarke
Pocahontas	Brig	114	— Barker	Samuel Barker
<i>Salem, Mass.</i>				
Emerald	Bark	271	— Lakeman	S. C. Phillips
<i>Somerset, Mass.</i>				
Jane	Bark	231	— Manchester	Wheaton Luther
Pilgrim	do	137	— Collins	George B. Hood
<i>New Suffolk.</i>				
Noble	Bark	274	— Sweeny	Ira B. Tuthill
<i>Greenport, N. Y.</i>				
Bayard	Ship	339	— Fordham	Corwins & Howell
Caroline	do	352	— Rose	Wiggins & Parsons
Delta	do	314	— Weeks	Corwins & Howell
Triad	do	336	— Case	do
Washington	do	236	— Brown	Wiggins & Parsons
Sarah and Esther	do	157	— Harlow	Ireland Wells & Carpenter.
<i>New York, N. Y.</i>				
Autumn	Bark	181	— Wady	D. & A. Kingsland & Co.
Sarah	Ship	495	Frederick W. Myrick.	George B. Elkins
<i>New London, Conn.</i>				
Alert	Ship	306	— Middleton	Havens & Smith
Benj. Morgan	do	407	— Pendleton	Perkins & Smith
Clematis	do	311	Edwin J. Ames	Williams & Barnes
Chelsea	do	390	— Potts	Perkins & Smith
Clement	Bark	270	— Fuller	Joseph Lawrence
Cervantes	do	232	— Gibson	Benjamin Brown
Connecticut	do	396	Benjamin Hempsted ..	Frink, Chew & Co
Charles Henry	Ship	267	— Jeffrey	Perkins & Smith
Catharine	do	364	— Smith	Thomas Fitch, 2d
Columbus	do	344	— Crocker	Lyman Allyn
Electra	do	347	— Ward	Williams & Barnes
Flora	do	338	— Allen	N. & W. W. Billings
Friends	do	403	— Jeffrey	Benjamin Brown
Gen. Williams	do	441	— Holt	Williams & Barnes
Georgia	do	344	— Hull	Thomas Fitch, 2d
George and Mary	do	354	— Baker	Lyman Allyn
Halcyon	Bark	258	— Bailey	Havens & Smith
Hannibal	Ship	441	— Brown	Benjamin Brown
Julius Caesar	do	347	— Green	N. & W. W. Billings
Lowell	do	414	— Benjamin	Williams & Barnes
Mentor	do	460	— Sweet	Benjamin Brown
Nantasket	do	434	— Smith	Havens & Smith
New England	do	368	— Pendleton	Joseph Lawrence
Palladium	do	342	— McLane	Frink, Chew & Co
Pembroke	Bark	192	— Tate	Joseph Lawrence
Peruvian	Ship	388	— Brown	E. H. Learned
Superior	Bark	275	— Bishop	Post & Sherry
Stonington	Ship	351	— Hamley	Williams & Barnes

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	Nov. 14	July 24, 1847	Bbls 1,300	.....	Lbs.	Sent home 11,160 pounds bone; sold to New Bedford 1847.
Atlantic	Apr. 6	Mar. 18, 1844	100	.....	.....	Withdrawn 1844.
Indian Ocean ..	Sept. 3	.....	1,100	.....	.....	Wrecked off Fort Daughin, Madagascar, March 10, 1845; oil saved.
New Zealand ..	July 11	.....	100	900	9,000	Condemned at Valparaiso March, 1845; cargo sent home.
South Atlantic.	Aug. 25	Oct. 9, 1844	350	.....	.....
South Seas	July 17	.....	.....	1,450	.....	Put into Auckland May 29, 1846, badly damaged in a gale; condemned; cargo saved.
N. W. Coast....	Sept. 27	July 31, 1845	44	2,160	30,000	
South Seas	Mar. 25	Apr. 22, 1845	60	1,540	12,000	
Crozet Island ..	Aug. 17	July 3, 1845	200	1,300	11,000	
South Seas	July —	Feb. 26, 1845	100	2,500	25,000	
.....	July 15	July 19, 1844	.....	1,400	11,000	
South Seas	June 16	June 23, 1844	.....	600	4,500	
Indian Ocean ..	Feb. 8	Mar. 30, 1845	130	1,650	15,000	
Pacific Ocean ..	Dec. 31	.....	.....	3,000	.....	Owned in Nantucket; condemned at Tahiti July, 1846; oil shipped to Bremen.
Ind. & N. W. ...	July 1	Mar. 17, 1845	30	3,270	30,000	Bought —, 1843.
N. W. Coast....	Nov. 2	Apr. 14, 1846	40	3,300	13,000	Bought from New York 1843.
Indian Ocean ..	May 9	Apr. 15, 1845	.....	2,500	22,000	Captain Ames and one man killed by a blow from a whale's flukes Nov. 21, 1843.
N. W. Coast....	Sept. 13	.....	.....	.....	.....	Second mate, John Massey, died at Honolulu October, 1844; lost on Chatham Island; vessel and cargo a total loss.
Pacific Ocean ..	Aug. 19	May 21, 1846	.....	2,000	.....
South Atlantic.	June 23	.....	.....	.....	.....	Lost June 29, 1844, on coast of New Holland.
Indian Ocean ..	Sept. 5	July 5, 1845	80	1,800	17,000	
.....do	Aug. 24	May 10, 1845	.....	1,850	13,000	
.....do	Sept. 26	Aug. 4, 1843	35	2,465	5,000	Bought from Nantucket; third mate, Erastus T. Weaver, taken out of his boat by a line and lost; sent home 17,000 pounds bone.
N. W. Coast ...	Oct. 14	May 19, 1846	100	2,100	22,000	Bought from Nantucket 1843.
South Atlantic.	June 8	Mar. 7, 1845	150	1,950	18,000	
Indian Ocean ..	May 29	Jan. 28, 1843	180	2,300	22,000	
Chili & N. W. ...	May 17	Apr. 4, 1845	.....	3,000	27,000	
N. W. Coast....	May 23	Mar. 20, 1845	.....	4,000	40,000	
.....do	Aug. 30	Apr. 25, 1846	40	2,280	10,000	
Ind. & N. W. ...	July 19	Feb. 25, 1845	70	3,000	30,000	
Indian Ocean ..	Aug. 2	.....	.....	.....	.....	Lost August 5, 1844, in Geographe Bay; oil (500 barrels whale) saved.
N. W. Coast....	Oct. 12	June 9, 1846	60	3,040	20,000	Hannibal new 1843; Captain Brown left the ship and came home in the Daniel Webster, sick.
Indian Ocean ..	May 9	June 17, 1844	.....	1,500	12,000	
N. W. Coast....	July 18	Apr. 27, 1845	300	4,000	37,500	Added 1843.
Indian Ocean ..	July 6	Apr. 2, 1845	80	2,800	22,000	
Chili & N. W. ...	June 22	May 4, 1847	350	4,350	20,000	Added 1843; sold to New York 1847.
N. W. Coast....	Aug. 8	May 1, 1845	80	2,920	22,000	
Indian Ocean ..	June 22	Feb. 23, 1845	.....	2,300	26,000	
South Atlantic.	July 25	Apr. 6, 1845	.....	700	9,000	Sent home 230 sperm, 2,000 pounds bone.
N. W. Coast....	Oct. 9	May 26, 1845	.....	3,000	30,000	
Indian Ocean ..	July 24	June 21, 1844	190	2,560	7,000	Sent home 21,000 pounds bone.
N. W. Coast....	Sept. 9	Sept. 29, 1847	500	500	Sent home 80 barrels sperm; sold 2,020 barrels whale at Rio Janeiro.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
<i>New London, Conn.—Continued.</i>				
White Oak	Ship	292	Nory	Joseph Lawrence
William C. Nye	do	389	Buddington	N. & W. W. Billings
<i>Stonington, Conn.</i>				
Bolton	Bark	220	Naah	Charles P. Williams
Byron	do	170	Wilcox	John F. Trumbull
Cabinet	Ship	305	Noyes	do
Caledonia	do	446	Forayth	C. P. Williams
Calumet	do	317	Hancox	do
George	do	251	Williams	do
Herald	do	241	Morgan	do
Philetus	Bark	278	Brewster	J. F. Trumbull
Richard Henry	do	137	Peck	do
Tybee	Ship	200	Swan	do
United States	do	244	Barnum	do
<i>Cold Spring, —.</i>				
Monmouth	Bark	250	Hedges	John H. Jones
N. P. Tallmadge	Ship	370	Hedges	do
Richmond	do	437	Ludlow	do
Tuscarora	do	379	White	do
<i>Sag Harbor, N. Y.</i>				
Alexander	Ship	370	Jones	William A. Jones
American	Bark	224	Havens	S. & B. Hunting & Co.
Ann	Ship	299	Leek	Mulford & Howell
Barbara	Bark	268	Howes	Charles T. Dering
Cadmus	do	307	Smith	Mulford & Sleigh
Columbia	Ship	285	Edwards	Luther D. Cook
Concordia	Bark	365	Cartwright	Thomas Brown
Crescent	Ship	340	Miller	Post & Sherry
Citizen	Bark	464	Lonsing	Mulford & Sleigh
Daniel Webster	Ship	397	Curry	Mulford & Howell
Fanny	do	391	Edwards	N. & G. Howell
France	do	411	Edwards	do
Gen	Bark	326	Worth	Hunting Cooper
Hamilton, 2d	Ship	455	Loper	Mulford & Sleigh
Hannibal	do	311	Canning	S. & B. Hunting & Co.
Henry	do	333	Brown	S. L. Hommedieu
Heron	do	297	Green	L. D. Cook
Helen	do	424	Cartwright	Charles T. Dering & Co.
Illinois	do	415	Jagger	John Budd
Josephine	do	397	Royce	Post & Sherry
Marcus	do	283	Shearman	N. & G. Howell
Manhattan	do	440	Cooper	John Budd
Neptune	do	358	Pearson	S. & B. Hunting & Co.
Nimrod	Bark	280	Rogers	C. T. Dering
Ontario, 2d	Ship	488	Green	Post & Sherry
Romulus	do	232	Rogers	Mulford & Howell
Superior	Bark	275	Bishop	Post & Sherry
Thames	Ship	414	Bishop	Thomas Brown
Washington	do	340	Sanford	Hunting Cooper
Wm. Tell	do	370	Glover	Thomas Brown
<i>Mystic, Conn.</i>				
Aeronaut	Ship	285	West	Charles Mallory
Blackstone	Bark	258	Pendleton	do
Leander	do	213	Avery	do
Vermont	do	292	Naah	do
<i>Bridgeport, Conn.</i>				
Hamilton	Ship	356	Peck	Sherwood Sterling

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
South Atlantic.	July 13	Feb. 17, 1845	1,900	13,000	Withdrawn 1847.
N. W. Coast....	Oct. 30	Feb. 5, 1846	.....	3,100	12,000
.....	July 30	May 24, 1844	1,400	Bought from Boston 1842.
.....	July 20	May 26, 1845	.....	1,300	2,400
N. W. Coast....	Apr. 28	Feb. 21, 1845	25	2,500	25,000	
South Seas....	Aug. 10	Apr. 15, 1846	104	2,100	6,000	Bought 1843.
New Zealand...	Nov. 8	June 4, 1846	400	2,100	23,000	
.....	June 7	Mar. 6, 1845	130	2,000	16,000	Lost at South Shetland Islands Feb., 1845.
Crozettes Island	June 24	Aug. 11, 1845	170	1,530	11,000	
.....	July 12	Apr. 3, 1845	.....	1,900	19,000
.....	July 20	Lost at South Shetland Islands Feb., 1845.
Indian Ocean...	Dec. 29	July 4, 1846	200	1,300	12,000	
Crozettes.....	June 19	May 30, 1844	110	1,600	Sent home 10,000 pounds bone.
.....	
Indian Ocean...	Oct. 11	Jan. 1, 1846	150	2,000	5,000	
South Seas....	June 14	Feb. 19, 1845	200	2,500	22,000	Added 1843.
N. W. Coast....	Dec. 2	Mar. 13, 1846	100	3,800	12,000	
....do.....	Sept. 23	May 26, 1845	2,400	23,000	Bought 1843; second mate died 1845.
N. W. Coast....	Sept. 15	July —, 1848	.....	.....	.....
Crozettes.....	Sept. 18	Aug. 11, 1845	100	1,500	14,000	
South Atlantic.	July 7	May 6, 1856	200	1,800	5,000	Sold 500 barrels whale at Pernambuco.
....do.....	Aug. 26	July 10, 1844	130	1,000	8,000	
Crozettes.....	Aug. 24	June 2, 1845	300	1,100	8,000	
South Atlantic.	June 20	Apr. 2, 1845	250	2,250	22,000	Withdrawn 1847.
South Seas....	June 30	May 31, 1845	160	1,500	14,000	
N. W. Coast....	Oct. 11	May 6, 1846	1,500	5,000	Bought 1843.
....do.....	Apr. 21	July 22, 1846	130	3,000	9,000	
....do.....	Aug. 17	Apr. 2, 1845	25	3,225	33,000	Sent home 400 barrels whale and 11,432 pounds bone; withdrawn from the service.
....do.....	Dec. 4	Mar. 12, 1846	40	3,100	13,000	
New Holland..	July 21	May 23, 1846	90	2,710	10,000	Lost near Rio Grande, February, 1845; vessel total loss; saved 2,300 barrels whale-oil.
Crozettes.....	Sept. 15	May 11, 1845	200	2,500	25,000	
N. W. Coast....	Aug. 28	Bought from Boston 1842.
South Atlantic	Aug. 29	Sept. 2, 1845	100	1,500	10,000	
....do.....	July 5	May 14, 1845	100	2,250	22,000	Bought from New York 1843.
N. W. Coast....	Sept. 21	May 19, 1845	.....	2,400	24,000
....do.....	Oct. 18	Apr. 6, 1846	20	3,980	12,000	Do.
....do.....	Oct. 25	Apr. 5, 1845	30	2,900	26,000	
....do.....	Oct. 29	Sept. 14, 1846	60	3,000	6,000	Sold for merchant-service.
Crozettes.....	Aug. 31	May 13, 1845	75	1,000	6,000	
N. W. Coast....	Nov. 8	Oct. 14, 1846	Bought from New York 1843; sold 1847.
....do.....	June 10	May 10, 1845	90	2,16	18,000	
South Atlantic.	Aug. 26	July 23, 1844	200	300	2,400	Bought 1843.
N. W. Coast....	Aug. 31	May 11, 1845	265	3,400	36,000	
Crozettes.....	Sept. 25	June 8, 1845	70	1,130	9,000	Sold 400 barrels whale at Rio Janeiro.
Indian Ocean...	July 24	May 10, 1845	120	1,400	19,000	
N. W. Coast....	July 7	June 2, 1846	2,000	4,000	Bought 1843.
South Atlantic	June 19	Mar. 20, 1845	25	2,675	25,000	
N. W. Coast....	Oct. 4	July 21, 1846	2,750	22,500	Captain Peck died at Lahaina May 3, 1845.
.....	
.....	Sept. 6	June 23, 1845	100	1,400	11,900
Indian Ocean...	June 18	Apr. —, 1845	100	1,900	18,000	
....do.....	July 3	May 30, 1845	350	1,150	12,000
N. W. Coast....	Nov. 20	Apr. 14, 1846	2,100	18,000	
N. W. Coast....	Oct. 23	Apr. 20, 1846	135	6,520	20,000

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
<i>New Bedford, Mass.</i>				
Alto.....	Bark...	197	Nehemiah West.....	Richmond & Wood.....
Alex. Coffin.....	Ship.....	381	J. S. Hathaway.....	Jonathan Bourne, jr.....
America.....	Bark.....	237	H. F. Eastham.....	Barton Ricketson.....
Amethyst.....	Ship.....	339	J. A. Baylies.....	J. A. Parker & Son.....
Averick.....	do.....	385	Robert Reynard.....	do.....
Arnolda.....	do.....	350	D. U. Coffin.....	James Arnold.....
Barclay.....	do.....	281	—— Mann.....	do.....
Brighton.....	do.....	354	—— Cox.....	C. R. Tucker.....
Barth. Gosnold.....	do.....	356	Edw. P. Mosher.....	I. Howland, jr., & Co.....
Chas. Drew.....	do.....	344	N. C. Carey.....	William Gifford.....
Chandler Price.....	do.....	441	—— Pease.....	Pope & Morgan.....
Chase.....	Bark.....	153	—— West.....	B. Ricketson.....
Cicero.....	Ship.....	252	—— Howland.....	Lemuel Kollock.....
Condor.....	do.....	346	Jacob Taber.....	C. W. Morgan.....
Charleston Packet.....	Bark.....	184	W. Howland.....	Thos. Knowles & Co.....
Columbus.....	do.....	313	—— Hutchins.....	William R. Rodman.....
Champion.....	Ship.....	336	Isaac J. Sanford.....	J. D. Thompson.....
Dartmouth.....	do.....	336	W. Upham.....	I. Howland, jr., & Co.....
Draper.....	do.....	261	G. T. Lawton.....	Jos. Dunbar & Co.....
Dragon.....	Bark.....	190	Joseph Bennett, jr.....	Tobey & Ricketson.....
Drymo.....	do.....	263	John Taber.....	Jas. H. Howland.....
Dryade.....	do.....	267	J. S. Bolles.....	Thomas & Dow.....
Emma.....	do.....	246	Eliza Russel.....	J. D. Thompson.....
Elizabeth.....	Ship.....	331	—— Barker.....	T. & A. R. Nye.....
Enterprise.....	do.....	291	S. Brayton.....	Robert Gibbs.....
Eagle.....	do.....	336	—— Wood.....	Jireh Perry.....
Factor.....	do.....	343	S. Hawes.....	Chas. R. Tucker & Co.....
Penelon.....	do.....	322	Luke Baker.....	B. B. Howard.....
Fernosa.....	do.....	450	L. Briggs.....	O. N. Swift.....
Fortune.....	Bark.....	291	—— Bailey.....	Gilbert Hathaway.....
Fabius.....	Ship.....	431	H. Nickerson.....	C. R. Tucker & Co.....
Gid'n Howland.....	do.....	379	—— Mayhew.....	I. Howland, jr., & Co.....
Golconda, 2d.....	do.....	357	—— Studley.....	E. W. Howland.....
Good Return.....	do.....	371	—— Swift.....	H. Taber & Co.....
Gov. Troup.....	do.....	430	G. H. Jenney.....	E. C. Jones.....
Hibernia.....	do.....	327	N. P. Simmons.....	Robert Gibbs.....
Hope, 2d.....	do.....	297	A. Wilcox.....	Wilcox & Richmond.....
Huntress.....	do.....	391	Edw. T. Shearman.....	Robert Gibbs.....
James Allen.....	do.....	335	Harvey Shearman.....	Gideon Allen.....
Jasper.....	Bark.....	223	Amel Pope.....	Alexander Gibbs.....
John Adams.....	Ship.....	266	F. A. Mason.....	Jireh Perry.....
John.....	do.....	306	Squire Sanford.....	Frederick Parker.....
John & Edward.....	do.....	316	—— Christian.....	Wilcox & Richmond.....
Julian.....	do.....	356	S. M. Blackmer.....	Hathaway & Luce.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Sept. 3	Apr. 26, 1847	230	330	2,600	Bought from Fairhaven 1844.
N. W. Coast....	Oct. 20	Apr. 19, 1849	452	902	.....	Bought from Nantucket 1844; sold to go to California 1849.
South Atlantic ..	Dec. 19	May 19, 1847	900	800	6,000	Bought from Bristol 1844.
N. W. Coast....	Oct. 12	June 22, 1846	85	1,815	16,000	Sailed June 10; returned October 3; captain sick.
Pacific Ocean ..	Aug. 15	.....	.....	.....	.....	Lost on island of Ulitea February 15, 1845; got off; sailed under Chilean flag in whaling business; renamed Recovery.
.....do	July 13	Mar. 29, 1848	1,550	.....	.....	Added 1844.
.....do	July 20	Jan. 5, 1850	415	.....	.....	Sold 400 sperm.
Ind. and N. W.	Oct. 31	Apr. 22, 1847	160	2,500	9,000	Sailed October 1, returned October 6, damaged by a gale; sent home 20,382 pounds bone.
N. W. Coast ...	July 24	Apr. 2, 1847	150	.....	13,000	Bought from Falmouth 1844; sold 2,765 whale at Rio Janeiro.
.....do	Aug. 5	May 15, 1846	190	2,570	26,000	
.....do	Sept. 12	May 18, 1847	400	3,100	15,000	Bought 1844 from Philadelphia; sent home 15,862 pounds bone; withdrawn, 1847, for merchant-service.
Atlantic	Nov. 8	Sept. 9, 1846	350	.....	.....
Indian Ocean ..	July 2	July 3, 1846	70	1,730	3,500	Sent home 145 barrels oil.
Pacific Ocean ..	May 29	Apr. 13, 1846	183	2,500	20,000	Second mate, James Ashley, died March 19, 1846.
Indian Ocean ..	June 20	Aug. 14, 1846	700	.....	.....
Pacific Ocean ..	Apr. 1	Apr. 9, 1847	150	750	2,000	
N. W. Coast....	June 13	Mar. 3, 1847	115	3,100	14,000	Added 1843, from Boston; Captain Sandford was injured by the breaking of a tackle-fall, and died from the effect 1843; sent home 14,000 pounds bone.
Pacific Ocean ..	Aug. 7	Aug. 6, 1847	500	2,100	10,000	
Indian Ocean ..	Sept. 15	Aug. 19, 1847	500	1,750	10,000	
.....do	June 20	Apr. 17, 1847	50	300	2,000	
.....do	Aug. 23	.....	.....	.....	.....	Bought 1844 from Sippican; lost on a reef at Lahaina October 17, 1845; oil saved 350 barrels.
.....do	Sept. 20	May 20, 1847	300	1,200	500	Bought from Mattapoisett 1844.
.....do	July 29	Jan. 9, 1847	1,000	.....	.....
.....do	July 25	May 24, 1847	700	1,800	4,000	Captain Taber, who went out in command, returned sick, 1844.
.....do	Aug. 21	Apr. 30, 1847	70	1,300	13,000	
Pacific Ocean ..	Dec. 3	Jan. 15, 1849	1,700	50	.....	Sent home 350 sperm.
Ind. and Pacific	Oct. 1	.....	500	2,200	.....	Added 1844 from Poughkeepsie; sent home 85 sperm, 1,936 whale; condemned at Tahiti July 8, 1847.
South Seas....	Nov. 21	Apr. 22, 1847	100	650	5,000	Captain Baker died at sea 1846.
N. W. Coast....	Nov. 7	May 11, 1849	1,483	1,652	52,200	Bought from New York 1844; fourth mate killed by a whale June 1845.
.....do	Nov. 17	May 19, 1847	180	2,020	10,000	Bought from Plymouth 1844. Sent home 9,020 pounds bone.
Ind. and Pacific	July 7	Feb. 14, 1846	.....	2,600	28,000	Bought from Nantucket 1844.
N. W. Coast ...	Dec. 20	Apr. 8, 1847	165	2,950	27,000	Isaac C. Howland, first mate, died at sea January, 1845.
.....do	Oct. 24	Oct. 25, 1848	640	1,400	16,000	Sold to go to California 1849.
.....do	July 25	Oct. 12, 1847	150	2,850	15,000	Sold 12,000 pounds bone at Sidney.
.....do	July 10	Feb. 5, 1847	120	3,400	14,000	Captain Jenney died at Honolulu May 3, 1845.
South Seas....	June 15	May 20, 1846	25	2,000	.....
Indian Ocean ..	May 23	May 4, 1847	350	1,000	1,500	
South Seas....	June 25	May 27, 1847	75	1,800	61,197	
Pacific Ocean ..	Oct. 12	May 20, 1848	2,700	.....	.....	Built 1844 at Fairhaven.
Atl. and Ind. ...	June 8	Apr. 14, 1846	200	1,250	10,000	
Pacific Ocean ..	July 23	May 30, 1848	2,700	.....	.....	Sent home 20 sperm. Captain Mason died at sea 1844. The John Adams is reported condemned in 1848 or '49, having sent home 1,019 sperm.
Atl. and Pacific	June 20	May 28, 1848	1,200	50	.....
Ind. and Pacific	Sept. 17	Mar. 25, 1847	750	300	.....	Second mate, ——— Jenney, died at Talcahuano, January, 1845.
Indian Ocean ..	Aug. 13	Mar. 25, 1847	300	2,700	14,000	Sent home 14,000 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
<i>New Bedford, Mass.—Continued.</i>				
Junior	Ship	378	Silas Tinkham	D. R. Greene & Co
June	Brig	164	— Howland	Benj. F. Howland
Lafayette	Ship	267	— Smith	Edw. W. Howland
Lalla Rookh	do	32	O. Reynolds	J. A. Parker & Son
Lewis	do	307	J. R. Tallman	J. D. Thompson
Liverpool	do	307	— Devoll	Abraham Barker
Logan	do	307	Chandler Gardner	I. Howland, jr., & Co
London Packet	Bark	287	Tim. J. Howland	A. H. Howland
L. C. Richmond	Ship	341	— Wood	Daniel Wood
Liverpool, 2d	do	42	J. Willcox	Thomas Willcox
Morea	do	33	— Cushman	B. B. Howard
Majestic	do	297	— Smith	Thomas & Dow
Mary	do	287	Thomas Corey	I. Howland, jr., & Co
Mayflower	do	334	— Gifford	John C. Haskell
Milton	do	387	— Cash	H. Taber & Co
Minerva Smyth	do	337	— Fisher	I. Howland, jr., & Co
Marcella	Bark	210	— Smith	C. R. Tucker
Milwood	do	254	R. W. Hathaway	G. Allen
Margaret Scott	Ship	307	Benjamin Price	S. H. & W. Ingalls
Mercury	do	344	F. D. Haskell	I. Howland, jr., & Co
Massachusetts	do	367	William B. Cash	O. & G. O. Crocker
Midas	do	329	E. W. Collins	John Coggeshall
Minerva	do	407	J. S. Macomber	William Gifford
Mobile	do	263	Charles G. Smith	E. C. Jones
Montpelier	do	324	— Taber	J. R. Thornton
Moctezuma	do	437	William E. Tower	West & Paine
Marcia	do	317	H. Howland	E. W. Howland
Niger	do	437	James Gray	Hathaway & Luce
New Bedford	do	357	T. C. Swain	I. Howland, jr., & Co
Nile	do	325	— Hamlin	Hathaway & Luce
Nye	do	211	R. F. Pease	T. & A. R. Nye
Olympia	do	297	— Taber	Ashley & Phillips
Otranto	Bark	150	— Coggeshall	Cranston Willcox
Pioneer	do	237	— Wolverton	J. D. Thompson
Pacific	Ship	387	Asa Hoxie	Jireh Perry
Pacific, 2d	do	337	L. Little	A. Robeson
Roscoe	Bark	237	W. N. Bourne	Jona. Bourne, jr
Roman, 2d	Ship	350	A. R. Barker	A. M. Barker
Sallie Anne	do	317	G. H. Clark	D. R. Greene & Co
Seine	do	237	— Smith	Rodney French
Stephanie	do	317	Samuel Coggeshall	John Coggeshall
South Carolina	do	307	— Gardner	J. D. Thompson
Science	do	327	William Wood	J. B. Wood & Co
Tacitus	do	417	S. S. Hathaway	Swift & Allen
Two Brothers	do	287	Isaac H. Jenny	D. R. Greene & Co
Tuscaloosa	Bark	224	— Goodwin	Swift & Allen
William and Eliza	Ship	321	W. H. Whitfield	Henry Taber & Co
Wade	Bark	261	George W. Downs	A. H. Howland
Washington	Ship	344	— Whelden	Jona. Bourne, jr
Young Phenix	do	377	— Mickell	J. A. Parker & Son
<i>Fairhaven, Mass.</i>				
Albion	Ship	327	— Hathaway	E. Sawin

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
South Seas....	June 6	May 21, 1847	400	2,900	25,000	Bought 1844; condemned at Saint Catherine February, 1845.
Atlantic.....	Oct. 10					
Pacific Ocean...	Sept. 7	Aug. 21, 1847	950	800	7,000	Sold 190 barrels whale at Saint Catherine. Sent home 14,000 pounds bone.
do.....	Nov. 14	July 6, 1848	1,200	900	1,200	
N. W. Coast....	Nov. 5	May 18, 1848	25	1,600	6,000	Third mate, John Francis, killed by a whale July, 1846.
Indian Ocean...	July 25	Mar. 5, 1847	500	1,800	18,000	
Pacific Ocean...	May 21	May 25, 1847	200	1,600	15,000	Bought from New York 1844. Bought from Boston 1844; withdrawn 1847. Sent home 10,685 pounds bone; sold 200 sperm and 200 whale on voyage.
do.....	Oct. 12	Sept. 30, 1848	1,300	130		
N. W. Coast....	Dec. 16	Mar. 20, 1848	4,000	500	4,000	Went into California trade 1849. Sent home 32,700 pounds bone.
do.....	June 27	June 21, 1847	90	1,910	4,000	
Pac. and N. W.	July 10	Feb. 13, 1847	7	2,640		Second mate, Barney Merriok, drowned by capsizing of a boat, November 8, 1844. Sent home 44 sperm.
N. W. Coast....	July 23	May 5, 1848	400	1,200	2,000	
Indian Ocean...	June 10	Apr. 10, 1847	500	1,500	7,000	First mate killed by a whale, October, 1845; sent home 150 sperm.
N. W. Coast....	July 9	Oct. 24, 1847	125	1,770	12,000	
Ind. and N. W.	July 1	Apr. 1, 1847	350	2,700	14,000	Captain Collins died February 4, 1845. Added 1844; sent home 40 sperm.
Pacific Ocean...	Jan. 4	Sept. 19, 1845	15	2,130	24,000	
Indian Ocean...	Nov. 26	Jan. 5, 1847	80			Bought from Fairhaven, 1844; sent home 7,200 pounds bone.
do.....	July 25	July 3, 1846	200	1,300	10,000	
Indian and Pac.	Sept. 11	Aug. 19, 1847	115	1,800	14,000	Built at Mattapoisett, 1844; sent home 95 sperm.
Pacific Ocean...	Nov. 19	Feb. 11, 1848	500	800	600	
do.....	Sept. 5	June 2, 1848	2,300			Sold to parties in San Francisco for whaling thence; shipped 1,050 sperm and 250 whale to London.
Indian & N. W.	June 19	Apr. 30, 1847	100	1,400		
N. W. Coast....	Oct. 30	Mar. 3, 1847	800	2,100	4,000	Sailed October 1; returned October 15th, damaged by a gale.
Pacific Ocean...	Aug. 2	June 26, 1848	900	200		
N. W. Coast....	Sept. 22	July 29, 1847	400	2,100	16,000	Bought from Boston, 1844; lost on Island of Rorotonga, March 11, 1845.
do.....	July 10	Apr. 23, 1847	600	2,200	10,000	
do.....	July 12	May 25, 1847		2,200	7,000	Lost on a reef off Pernambuco, March 23, 1848; had 200 sperm and 2,000 whale; saved about 900 barrels
Pacific Ocean...	July 30	Nov. 28, 1847	1,450	1,450	5,000	
do.....	July 17	Feb. 28, 1848	300	2,000	1,500	Sent home 13,221 pounds bone.
do.....	Sept. 19					
do.....	Oct. 24	May 12, 1848	750	50	1,150	Bought from Portland, Me., 1844; sold, 1847. Bought from Boston, 1844; lost on Island of Rorotonga, March 11, 1845.
N. W. Coast....	Oct. 21	May 25, 1847	250	2,250	23,000	
Indian Ocean...	Dec. 3	Nov. 22, 1848	720			Lost in St. Matthew's Bay, Patagonia, Oct. 5, 1845; saved 500 barrels oil.
do.....	Aug. 12	Mar. 8, 1847	130	1,850	18,000	
Pacific Ocean...	Oct. 21	July 5, 1846	2,500			Sent home 9,500 bone.
South Seas....	Aug. 29					
Indian Ocean...	June 18	Mar. 13, 1846	140	1,900	18,000	Sent home 40 whale.
N. W. Coast....	Nov. 2	July 23, 1847	850	2,150	1,500	
Indian Ocean...	July 7	Apr. 14, 1847	500	1,500	10,500	Bought from Portland, Me., 1844; sold, 1847. Bought from Boston, 1844; lost on Island of Rorotonga, March 11, 1845.
do.....	Nov. 4	May 1, 1846	200	1,600	12,000	
N. W. Coast....	Aug. 3	June 29, 1847	200	1,650	11,000	Lost in St. Matthew's Bay, Patagonia, Oct. 5, 1845; saved 500 barrels oil.
Indian & N. W.	July 2	May 10, 1849	300	1,100	3,500	
N. W. Coast....	July 3	May 27, 1847	100	2,500	14,000	Sent home 31,622 pounds bone.
New Zealand...	June 27					
Indian Ocean...	May 8	June 4, 1847	1,000	400	3,000	New 1844; was absent 7 years and 9 months; brought 400 barrels cocoon-nut oil; shipped to England on voyage 2,600 barrels sperm, 950 whale, 1,450 cocoon-nut; sent home 324 whale, 19,000 bone.
Pacific Ocean...	Nov. 7					
do.....	Oct. 6	July 4, 1848	1,700			Sent home 31,622 pounds bone.
Indian Ocean...	June 28	Apr. 15, 1846	200	1,800	20,000	
N. W. Coast....	Dec. 2	May 29, 1847	100	2,100	1,500	New 1844; was absent 7 years and 9 months; brought 400 barrels cocoon-nut oil; shipped to England on voyage 2,600 barrels sperm, 950 whale, 1,450 cocoon-nut; sent home 324 whale, 19,000 bone.
Pacific Ocean...	Nov. 13	Oct. 17, 1848	1,800			
Indian Ocean...	Aug. 6	Mar. 31, 1847	80	1,720	15,000	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
<i>Fairhaven, Mass.—Continued.</i>				
Belle.....	Bark...	32½	— Haudy.....	Edmund Allen.....
Bruce.....	do	14	— Cochran.....	M. O. Bradford.....
Clifford Wayne.....	Ship	30	— Howland.....	E. Sawin.....
Erle.....	do	45½	— Holly.....	Nathan Church.....
Friendship.....	do	36½	W. J. Stott.....	Gibbs & Jenney.....
George.....	do	36½	— Swift.....	Fish & Huttletstone.....
Herald.....	do	26½	— Luce.....	Samuel Borden.....
Heaper.....	Bark.....	28	— Pease.....	L. Jenney & J. Tripp.....
James Munroe.....	Ship	42	— Harding.....	F. R. Whitwell.....
Kingston.....	do	31½	T. Ellis, jr.....	Nathan Church.....
Marcus.....	do	28½	S. H. Taber.....	Lemuel Tripp.....
Martha, 2d.....	do	30½	H. Stewart.....	Atkins Adams.....
<i>Holmes' Hole, Mass.</i>				
Oomulgee.....	Ship	43½	— Manter.....	Thomas Bradley.....
Pocahontas.....	do	34½	do	do
<i>Nantucket, Mass.</i>				
Charles Carroll.....	Ship	37½	Thomas L. Andrews.....	W. C. Swain.....
Citizen.....	do	36½	Hiram Bailey.....	C. G. and H. Coffin.....
Harvest.....	do	360	George D. Coffin.....	Edward Field.....
Henry.....	do	340	William Brown.....	Daniel Jones.....
Henry Clay.....	do	38½	Edward C. Austin.....	Christopher Wyer.....
Henry Astor.....	do	37½	Thomas Coffin, 2d.....	William R. Eason.....
Lexington.....	do	39½	Edward Weeks.....	F. C. Sanford.....
Mariner.....	do	34½	Albert Ray.....	Matthew Crosby.....
Mount Vernon.....	do	33½	Henry Coleman.....	John H. Shaw.....
Nippon.....	do	340	John Gardner, 2d.....	J. H. Shaw & W. Folger.....
Omega.....	do	363	Charles H. Morton.....	Joseph Starbuck.....
Peruvian.....	do	334	George B. Folger.....	William B. Coffin.....
Phoenix.....	do	32½	Perry Winslow.....	T. & P. Macy.....
Planter.....	do	34½	Barzillai T. Folger.....	Gilbert Coffin.....
Two Brothers.....	Schooner.....	..	..	..
Walter Scott.....	Ship	33½	Charles Grant.....	Barret & Upton.....
<i>Palmouth, Mass.</i>				
Awashonks.....	Ship	34½	Ephraim Eldridge.....	Thomas Swift.....
Hobomok.....	do	414	Roland R. Jones.....	Elijah Swift.....
Harriet.....	Schooner.....	100	— Gifford.....	S. Dillingham.....
<i>Edgartown, Mass.</i>				
Alfred Tyler.....	Bark.....	22½	— Luce.....	Alex. P. Weeks.....
Mary.....	Ship	343	— Pease.....	Abraham Osborne.....
Milton.....	Bark.....	17½	— Sprague.....	Thomas Milton.....
Vineyard.....	Ship	38½	— Coffin.....	Benjamin Worth.....
York.....	do	434	do	John O. Morse.....
<i>Westport, Mass.</i>				
Champion.....	Bark.....	209	— Sowle.....	Andrew Hicks.....
Catherwood.....	Brig	198	— Boodry.....	Thomas W. Mayhew.....
Dr. Franklin.....	Bark.....	171	— Francis.....	Job Davis.....
Mexico.....	Brig	130	— Wing.....	Davis & Corey.....
President.....	Bark.....	167	— Simonds.....	A. Hicks.....
Rajah.....	do	250	— West.....	Henry Wilcox.....
Theo. Chase.....	do	16½	— Ball.....	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean..	Dec. 10	Sept. 10, 1852	350	.....	.....
Atlantic Ocean..	Nov. 22	May 25, 1847	570	.....	.....
Indian and Pac	Oct. 22	July 26, 1847	1,600	70	.....
.....do.....	June 8	Feb. 27, 1847	330	3,370	33,000	
Indian & N. W.	July 9	Feb. 24, 1846	350	2,400	12,000	Sent home 13,279 pounds bone.
Pacific & N. W.	Sept. 16	Feb. 12, 1846	230	2,200	4,000	Sent home 22,335 pounds bone, 1846.
Indian Ocean..	Sept. 14	Apr. 6, 1847	100	1,000	8,500	
Pacific Ocean..	Sept. 11	Apr. 26, 1848	1,300	.....	.....
Indian and Pac	May 5	July —, 1847	1,250	1,050	12,000	
Pacific Ocean..	Sept. 14	May 26, 1848	59	.....	.....	Added 1844, from Nantucket.
.....do.....	Oct. 22	July 20, 1847	300	600	4,000	Captain Taber left the ship at Palta, sick.
Indian Ocean..	Aug. 5	Nov. 27, 1847	1,100	800	7,000	
N. W. Coast...	Nov. 21	May 25, 1847	280	2,520	24,000	
Pacific Ocean..	May 15	July 20, 1846	1,100	950	9,000	Added 1844, from New York.
Pacific Ocean..	May 16	May 29, 1848	1,261	473	9,000	
.....do.....	Aug. 25	July 17, 1849	1,302	1,175	5,000	Built 1844, at Boston; sold 150 sperm, 425 whale.
.....do.....	Oct. 18	.....	.....	.....	.....	Lost second mate, ten men, spars, boats, &c., by shipping a sea; returned January 6, 1845, and sailed again in 1845.
.....do.....	July 1	Apr. 24, 1848	1,150	480	4,000	Sold 70 barrels whale.
.....do.....	June 10	Aug. 15, 1847	2,756	.....	.....	Sold 91 barrels sperm.
.....do.....	Oct. 24	Oct. 19, 1848	1,796	.....	.....	Sold 120 barrels sperm.
.....do.....	June 26	July 7, 1848	1,560	1,374	.....	Sold 220 sperm, 30 whale.
.....do.....	July 31	Sept. 15, 1848	1,236	407	3,000	
.....do.....	Oct. 3	Oct. 2, 1848	2,607	10	.....	Lost boats, spars, &c., in a gale, October 6; returned and sailed again November 8; sold to Mattapoisett 1848.
.....do.....	Nov. 29	.....	.....	.....	.....	Built 1844; Captain Gardner left the ship at Sandwich Islands, sick; sunk at sea, homeward bound, January 12, 1849, bottom bored by worms.
.....do.....	Oct. 26	July 4, 1848	1,095	.....	.....
.....do.....	Oct. 1	Jan. 29, 1848	1,515	.....	.....
.....do.....	Sept. 17	June 3, 1848	1,642	24	.....
.....do.....	Sept. 15	Apr. 22, 1847	1,276	914	7,500	Lost second mate, Andrew Brock, and two men by boat capsizing.
Atlantic.....	June —, 1844	.....	.....	20	.....
Pacific Ocean..	Aug. 31	Mar. 10, 1849	1,668	55	.....	Sold to Edgartown.
South Seas....	June 7	July 22, 1848	1,400	1,190	10,000	
Pacific Ocean..	June 14	Apr. 29, 1848	1,000	1,00	.....
Atlantic.....	May 16	Mar. 14, 1845	50	.....	.....	Added 1844.
Pacific Ocean..	Oct. 30	July 22, 1848	950	50	.....	Bought from New York 1844; sent home 85 bundles bone.
.....do.....	Dec. 1	Apr. 20, 1848	400	1,300	10,000	First mate, Peter West, died at Valparaiso, May, 1847; sent home 109 sperm.
Atlantic.....	May 11	Dec. 21, 1845	60	340	.....	Bark Milton added 1844; withdrawn in 1846; Captain Sprague left the ship and came home sick.
Pacific Ocean..	Sept. 16	May 22, 1847	400	2,000	20,000	
.....do.....	Apr. 28	Mar. 2, 1847	500	2,100	20,000	Sold 1847.
Atlantic.....	Sept. 18	June 11, 1845	200	40	.....
.....do.....	Jan. 25	July 2, 1845	750	.....	.....	Captain Bodry died November 14, 1844; first mate, ——— Leonard, took command.
.....do.....	May 13	June 1, 1845	550	20	.....
.....do.....	Apr. 12	Aug. 9, 1845	320	.....	.....
.....do.....	Aug. 3	June 2, 1845	350	450	1,800	
Pacific Ocean..	Sept. 27	May 24, 1847	300	1,550	16,000	Added 1844.
Atlantic.....	Oct. 26	Dec. 8, 1845	800	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
<i>Mattapoiset, Mass.</i>				
Annawan	Brig	157	— Dexter	Seth Freeman
Elizabeth	Bark	211	— Jenny	R. L. Barstow
Edward	Brig	134	— Southworth	Wilson Barstow
Joseph Meigs	Ship	336	— Taber	Jos. Meigs
Mattapoisset	Bark	150	— Brightman	Leonard Hammond
Sarah	do	171	— Mayhew	C. Barstow & Son
Salon	Brig	129	— Dillingham	A. Daggett
Willis	Bark	160	— Higgins	R. L. Barstow
<i>Wareham, Mass.</i>				
America	Brig	148	— Delano	M. S. F. Tobey
Geo. Washington	Ship	374	— Russell	S. C. Gibbs
<i>Provincetown, Mass.</i>				
Belle Isle	Schooner	104	— Smith	Eben Cook
Edwin	do	100	— Cook	Parker Cook
Equilmaux	do	162	— Nickerson	Timothy P. Johnson
Gem	Brig	113	— Genn	Seth Nickerson
Joshua Brown	Schooner	103	— Winslow	E. S. Smith
John B. Dods	Brig	86	— Cook	Samuel Cook
Louisa	Schooner	125	— Cook	do
Medford	do	130	— Tillson	D. Small
Pacific	Brig	130	— Cook	do
Ricuzi	Schooner	189	— Small	do
Spent	Brig	189	— Cook	Abraham Small
Stranger	Bark	191	— Swift	Samuel Soper
Samuel and Thomas	Schooner	191	— Swift	do
<i>Shipican, Mass.</i>				
Quito	Brig	140	— Chase	J. S. Bates
<i>Plymouth, Mass.</i>				
Exchange	Schooner	99	— Hopkins	Richard W. Holmes
Maracalbo	Brig	93	— Nickerson	Atwood L. Drew
<i>Freetown, Mass.</i>				
Elizabeth	Bark	340	Elihu Gifford	E. P. Hathaway
Harriet	do	285	— Durfee	do
<i>Providence, R. I.</i>				
Balance	Ship	322	— Reed	W. Humphrey
Cassander	do	299	— King	Nathaniel Potter
Envoy	do	382	— Fisher	Amberst Everett
Richmond	Bark	382	— Swift	Pearce & Bullock
<i>Bristol, R. I.</i>				
Emigrant	Bark	180	— Shearman	Samuel Church
Troy	Brig	156	— Grinnell	do
<i>Warren, R. I.</i>				
Chariot	Ship	360	— Luce	N. M. Wheaton
Exchange	Bark	180	— Merry	John R. Wheaton
Houghlev	Ship	292	— Townsend	do
Henry Tuko	do	365	— Champlin	Joseph Smith
Hopewell	do	413	— Littlefield	Burr & Smith
Luminary	do	432	— Cleveland	Joseph Smith
<i>Newport, R. I.</i>				
Geo. Champlin	Ship	361	— Swain	N. S. Ruggles

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic	Nov. 28	June 3, 1846	470	.....	.....	Sent home 500 barrels sperm. Withdrawn 1846. Burned at anchor at Mattapoisett, June 27, 1846.
Indian Ocean ..	July 17	May 16, 1846	340	120	1,000	
Atlantic	Oct. 23	Oct. 30, 1845	320	240	.....
Indian and Pac.	Sept. 25	June 19, 1846	940	2,380	.....	Sold to Westport 1846.
Atlantic	July 7	Aug. 5, 1846	350	.....	.....	Sent home 200 barrels oil.
do	Apr. 10	Feb. 14, 1846	550	.....	.....	Added 1844; bought from Sippican.
do	Nov. 13	Aug. 28, 1846	90	.....	.....	Added 1844; first mate killed by a whale
do	June 6	Aug. 11, 1845	250	.....	.....	December, 1844.
do	July 9	Sept. 20, 1845	230	.....	.....	Sold to Mattapoisett 1846.
Pacific Ocean ..	July 26	Aug. 3, 1847	400	1,600	6,000	
Atlantic	Jan. 26	Oct. 5, 1844	160	.....	.....	Withdrawn 1845. Withdrawn 1846.
do .....	.....	July —, 1844	300	20	.....
do	Jan. 26	Sept. 22, 1844	70	.....	.....
do	July 20	Oct. 20, 1845	200	.....	.....	Added 1844.
do	Apr. 9	June 18, 1845	170	8	.....
River Plate	Nov. 13	Mar. 15, 1846	50	50	.....	Added 1844.
Atlantic	May 15	Oct. 16, 1844	.....	250	.....
do	May 15	Sept. 22, 1844	210	6	.....	Added 1843 from Boston.
do	Nov. 30	May 14, 1846	440	.....	.....
Bay Mexico	Mar. 7	July 30, 1844	220	.....	.....	Added 1843 from Boston.
Atlantic	May 1	Oct. 31, 1844	300	.....	.....
Brazil Banks ..	Jan. 26	Apr. 6, 1845	750	.....	.....
Atlantic .....	.....	Sept. —, 1844	.....	240	.....	A portion of the bone was on freight; sold 1847.
Atlantic	Dec. 17	May 22, 1846	470	10	.....
Atlantic	Jan. 9	Sept. 21, 1845	260	4	.....
Atlantic	Dec. 14	Oct. 10, 1844	200	.....	.....	Burned at Ferns Islands, February, 1846; cargo saved; added 1844; sent home 10,000 pounds bone and 128 barrels sperm. Condemned at Pernambuco, August, 1848.
do	Apr. 20	Dec. 27, 1844	30	2	.....
Indian Ocean ..	July 14	.....	.....	1,100	.....	A portion of the bone was on freight; sold 1847.
do	July 11	.....	.....	1,250	.....
N. W. Coast	June 7	May 19, 1847	150	1,10	12,000	Withdrawn 1847; sold to New Bedford. Added 1844; sent home 19,651 pounds bone.
do	Oct. 7	Aug. 26, 1847	200	1,800	2,500	
Indian and N. W.	July 7	Feb. —, 1847	150	2,250	10,000	
N. W. Coast	Oct. 19	Apr. 7, 1847	110	3,200	17,600	Sold to New Bedford 1848.
Indian Ocean ..	Nov. 11	Feb. 2, 1847	270	130	.....
South Atlantic	Oct. 19	July 4, 1846	250	.....	.....	Sold for California 1848.
N. W. Coast	June 20	June 7, 1847	350	2,350	23,000	
Indian Ocean ..	May 12	O. t. 7, 1846	350	.....	.....	Added 1844; sent home 2,033 pounds bone; withdrawn 1849.
Pacific Ocean ..	Sept. 4	Sept. 15, 1848	860	140	.....
N. W. Coast	May 28	June 14, 1848	400	2,600	14,000	Added 1844 from New York. Sold for California 1848; sent home 23,931 pounds bone.
do	Aug. 1	Mar. 8, 1849	170	3,000	10,000	
Indian Ocean ..	May 21	Sept. 29, 1847	70	2,700	8,000	Shipped 500 sperm. 21,000 pounds bone to London; from Sidney; changed her name to Sacramento and went into the California trade 1851; sent home 1,750 whale.
N. W. Coast	Nov. 3	.....	.....	.....	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
<i>Newport, R. I.—Continued.</i>				
Helen	Brig	130	T. B. Peabody	William Price
Le Baron	Bark	170	James Price	do
Pocahontas	Brig	114	— Barker	Samuel Barker
William Lee	Ship	311	— Wimpenney	J. S. Monroe
<i>Lynn, Mass.</i>				
Ninus	Ship	260	— Wyatt	Andrews Breed
<i>Salem, Mass.</i>				
Elizabeth	Ship	398	— Hall	S. C. Phillips
<i>Somerset, Mass.</i>				
Pilgrim	Bark	137	— Clark	George R. Hood
<i>Cold Spring, Mass.</i>				
Alice	Bark	281	— Smith	John H. Jones
Huntsville	Ship	523	— Howe	do
Splendid	do	473	— Fordham	do
<i>Stonington, Conn.</i>				
America	Ship	464	— Nash	Charles P. Williams
Bolton	Bark	220	— Barber	do
Charles Phelps	Ship	362	— Pendleton	do
Eugene	do	297	— Pendleton	do
Mercury	do	305	— Pendleton	Pendleton & Trumbull
Mary and Susan	do	392	— Hubbard	C. P. Williams
Newark	do	323	— Pendleton	John F. Trumbull
Newburyport	Bark	341	— Gray	Pendleton & Trumbull
Prudent	do	398	— Brewster	C. P. Williams
Sophia and Eliza	Ship	206	— Stevens	J. F. Trumbull
United States	do	244	— Stevens	do
Warsaw	do	332	— Barnum	Pendleton & Stant
<i>New London, Conn.</i>				
Armata	Ship	413	— Hull	Abner Bassett
Bengal	Schooner	304	— Frink	Thomas Fitch, 2d
Betsy	do	125	— Perkins	Joseph Lawrence
Chas. Carroll	Ship	404	— Long	Perkins & Smith
Charleston	do	373	— Chester	N. & W. W. Billings
Columbia	do	492	— Kelley	Perkins & Smith
Com. Perry	Bark	270	— Bailey	Frink, Chew & Co
Columbus	Brig	159	— Huntley	Williams & Barnes
Ceres	Bark	176	— Harley	Weaver & Rogers
Dove	Bark	145	— Douglass	Havens & Smith
Dromo	Ship	306	— Steel	Thomas Fitch, 2d
Exile	Schooner	70	— Bolle	Learned & Stoddard
Fame	Bark	258	— Mitchell	William Tate
Franklin	Schooner	119	— Strond	Perkins & Smith
Garland	do	60	— Marks	William Tate
Hibernia	Ship	551	— Smith	Thomas Fitch, 2d

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	May 26	Aug. 22, 1845	Bbls. 80	Bbls. 15	Lbs.	Sold 1847.
....do	Oct. 10	Aug. 23, 1846	320	20	.....	Added 1844 from Mattapoisett; sold to New Bedford 1846.
South Atlantic.	May 10	Aug. 29, 1844	.....	15	.....	Returned in consequence of a mutiny among the crew; withdrawn 1844.
Pacific Ocean ..	July 10	Oct. 12, 1847	500	1,300	12,000	
N. W. Coast....	Aug. 30	May 23, 1847	150	1,850	19,000	Sent home 8,604 pounds bone; sold 1847.
Pacific Ocean ..	Dec. 17	May 15, 1848	620	1,580	14,000	
Atlantic	Dec. 19	June 4, 1846	117	30	.....
.....do	Sept. 18	June 17, 1846	150	2,000	19,000	Added 1844.
N. W. Coast....	Oct. 23	June 29, 1847	200	2,900	31,000	Added 1844; third mate, — Weeks, killed by a whale, December, 1845.
....do	June 28	Apr. 26, 1848	.....	2,400	12,000	Added 1844; sent home 12,016 pounds bone; second mate, John Drury, died at Honolulu, March, 1845.
N. W. Coast....	Dec. 16	June 17, 1847	150	2,650	25,000	Sold to New Bedford for California trade 1848.
Crosette Island	July 1	Mar. 30, 1845	.....	600	.....
Indian Ocean ..	June 25	Apr. 15, 1847	50	1,750	16,000	
....do	July 15	May 20, 1847	50	1,750	16,000	
Chili and N. W.	July 30	Apr. 13, 1846	70	2,000	17,000	
Indian Ocean ..	July 30	May 23, 1847	100	2,050	20,000	Sent home 11,000 pounds bone; added 1844.
Chili and N. W.	June 20	Apr. 30, 1846	250	2,000	20,000	
....do	July 8	Mar. 5, 1847	100	2,900	16,000	Added 1844.
N. W. Coast....	Sept. 11	Mar. 1, 1847	25	2,300	20,000	Added 1844.
Indian Ocean ..	July 22	.....	.....	.....	.....	Run into by British bark Wellington, latitude 18° south, longitude 17° west, and abandoned in a sinking condition; added 1844 from Duxbury.
N. W. Coast....	Sept. 27	July 20, 1847	60	1,540	7,000	
....do	Dec. 1	May 12, 1847	100	800	.....	Added 1844; withdrawn 1847.
Indian and N. W.	Aug. 1	Apr. 13, 1846	120	2,775	22,000	
South Atlantic.	May 21	Mar. 9, 1847	.....	2,100	.....	Added 1844 from Salem; sent home 68 barrels sperm and 14,000 pounds bone.
Sealing	July 19	.....	.....	.....	.....	Lost in Straits of Magellan, January 3, 1845.
Desolat'n Isl'd.	June 26	July 30, 1845	.....	3,200	17,000	Added 1844.
Indian and N. W.	June 26	Mar. 10, 1847	50	3,150	30,000	Added 1844 from Boston; sold 1847.
....do	June 18	.....	.....	.....	.....	Lost January 6, 1846, on Sydenham's Island with 2,700 barrels oil.
....do	Aug. 20	May 24, 1847	250	1,750	6,000	Sent home 9,380 pounds bone; sold 200 barrels oil at Sidney; sold 1847 to be broken up.
Atlantic	May 28	Mar. 16, 1846	200	70	.....
N. W. Coast....	Oct. 12	.....	100	1,000	.....	Condemned at Rio Janeiro 1847; sold whale oil; shipped sperm home.
Indian Ocean ..	June 14	Aug. 16, 1846	550	.....	.....
Chili and N. W.	June 20	Mar. 10, 1847	600	2,200	9,000	Added 1844 from Boston; sent home — pounds bone.
Desolat'n Isl'd.	July 17	Jan. 8, 1846	.....	322	8,500	Added 1844.
....do	June 18	.....	.....	.....	.....	First mate, — Penny killed by a whale; added 1844 from Boston; went into the slave trade 1847.
... do	June 5	Apr. 7, 1846	.....	530	.....
....do	June 17	.....	.....	.....	.....	Added 1844; lost on Desolation Island 1848.
Ind. and N. W.	Aug. 13	Aug. 11, 1847	4,000	10,000	Added 1844; sent home 16,000 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
<i>New London, Conn.—Continued.</i>				
Hand	Schooner	86	Butler	Perkins & Smith
Helvetia	Ship	332	Porter	Joseph Lawrence
Henry Thompson	do	315	Andrews	Frink, Chew & Co
India	do	433	Miller	Havens & Smith
Indian Chief	do	401	Hemsted	Frink, Chew & Co
Iris	Bark	242	Haynes	do
Isaac Hicks	Ship	492	Rice	Jos. Lawrence
Izaak Walton	do	446	Fitch	N. & W. W. Billings
Jason	do	332	Slate	Learned & Stoddard
Jefferson	do	396	Harris	William P. Benjamin
John and Elizabeth	do	296	Walker	Havens & Smith
Julius Caesar	do	347	Lyons	Learned & Stoddard
Louvre	do	376	Green	Lyman Allen
Mogul	do	395	Andrews	Williams & Barnes
Montezuma	do	424	Baker	do
Merrimack	do	414	Destin	Havens & Smith
Morrison	do	565	Greene	do
Neptune	do	285	Oat	do
North America	do	388	Ribbards	do
Phoenix	do	404	Skinner	N. & W. W. Billings
Superior	do	406	Hart	do
Shaw Perkins	Sloop	55	Carr	Perkins & Smith
Tenedos	Bark	245	Comstock	Jos. Lawrence
Venice	do	353	Lester	Weaver & Rogers
Vesper	do	321	Clark	Williams & Barnes
<i>Greenport, N. Y.</i>				
Lucy Ann	Ship	309	Brown	Wiggins, Parsons & Cook
Neva	do	362	Case	Ireland, Wells & Carpenter
Philip, 1st	do	293	Case	do
Roanoke	Bark	252	Baldwin	Wiggins & Parsons
Washington	Ship	336	Corwin	do
<i>New Suffolk, N. Y.</i>				
Gentleman	Bark	227	Payne	Ira B. Tuthill
<i>Sag Harbor, N. Y.</i>				
Acaata	Bark	286	Harlow	John Budd
Alclope	Ship	377	Halsey	Post & Sherry
Arabella	do	367	Babcock	N. & G. Howell
Barbara	Bark	266	French	Charles T. Dering
Franklin	Ship	391	Halsey	Hunting Cooper
Hamilton	do	322	Babcock	C. T. Dering
Hudson	do	368	Nickerson	L. D. Cook & H. Green
Italy	do	299	Weld	David G. Floyd
John Wells	do	366	Hedges	Thomas Brown
Levant	do	382	Havens	Tiffany & Bennett
Martha	do	369	Drake	L. D. Cook & H. Green
Nantico	do	452	Slate	C. T. Dering
Nimrod	Bark	280	Fowler	do
Noble	do	273	Howes	do
Ontario	Ship	365	Greene	S. & B. Hunting & Co
Ohio	do	297	Lowen	Post & Sherry

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Desolat'n Isl'd.	June 5	.....	.....	.....	.....	Lost on No Man's Land May 23, 1847, homeward bound; sent home 60 barrels oil saved; had on board 100 whale and 200 elephant.
N. W. Coast....	June 1	.....	.....	.....	.....	Burned at Honolulu January 25, 1846; had a cargo of 1,350 sperm and 150 whale; saved about 750 barrels.
Ind. and N. W.	Sept. 11	May 24, 1847	370	2,030	12,000	Added 1844 from New York; sent home 8,000 pounds bone.
....do	Aug. 21	Apr. 6, 1847	200	4,100	15,000	Added 1844 from Boston; sent home 21,600 pounds bone 1846.
Chili and N. W.	July 1	Mar. 7, 1847	130	3,070	.....	Sent home 19,549 pounds bone.
Indian Ocean ..	July 17	May 5, 1848	.....	1,300	10,000	
N. W. Coast....	Sept. 26	May 27, 1848	270	4,250	14,000	Added 1843; sent home 28,796 pounds bone.
....do	Oct. 8	May 20, 1847	30	3,070	31,000	New; built at Mattapolesett 1844; withdrawn 1847.
South Atlantic	July 9	Jan. 23, 1846	.....	2,650	.....
Ind. and N. W.	Aug. 15	May 24, 1847	30	1,600	16,000	Added 1844 from Wilmington.
....do	July 11	May 25, 1847	140	1,910	1,600	Sent home 12,133 pounds bone 1846.
N. W. Coast....	Sept. 20	July 14, 1847	130	1,400	12,000	
Ind. and N. W.	Aug. 1	Apr. 6, 1847	140	2,960	13,000	Added 1844; sent home 20,191 pounds bone 1846; withdrawn 1847.
....do	Sept. 17	Apr. 8, 1847	150	2,150	32,000	
....do	June 4	May 24, 1847	60	3,350	34,000	Sold 1847.
....do	July 17	May 29, 1847	25	2,975	5,000	Added 1844 from Newburyport.
....do	Sept. 16	May 5, 1848	15	3,982	15,000	Added 1844; bought from New York; built at Philadelphia 1832; sent home 23,712 pounds bone.
....do	Aug. 3	May 19, 1847	100	1,300	12,000	Sent home 9,598 pounds bone 1846.
Chili and N. W.	July 1	June 19, 1847	250	750	2,000	Sent home 5,593 pounds bone 1846.
Indian Ocean ..	June 5	July 4, 1846	110	1,590	15,000	
Ind. and N. W.	Aug. 10	Nov. 12, 1847	150	1,500	200	Sent home 12,967 pounds bone 1846.
Desolat'n Isl'd.	June 5	.....	.....	.....	.....	Lost at Desolation Island with all on board, 8 souls, 1847.
Indian Ocean ..	Aug. 5	June 9, 1847	75	1,725	1,400	First mate, ——— Churchill, injured by falling off a water-cask and died Dec., 1847.
Ind. and N. W.	July 17	Apr. 28, 1847	350	2,550	16,000	Added 1844.
N. W. Coast....	Sept. 27	July 23, 1846	160	2,640	26,000	Added 1844 from New York.
Ind. and N. W.	Nov. 7	May —, 1847	.....	2,400	24,000	Added 1844 from Wilmington.
N. W. Coast....	Sept. 4	May 1, 1847	220	2,300	20,000	Added 1844 from New York.
Ind. and N. W.	May 13	Apr. 13, 1846	25	1,700	17,000	Bought from New York 1843.
South Seas....	July —	July 15, 1845	.....	900	7,200	
....do	Aug. 31	June 4, 1846	125	1,675	15,000	
Crozettes	June 4	Sept. 25, 1845	.....	450	.....	Added 1844 from New York.
Tristan	Aug. 23	July 23, 1847	300	1,500	13,000	
New Zealand ..	July 23	July 1, 1847	175	2,650	13,000	Sent home 7,868 pounds bone; sold out of the business.
N. W. Coast....	May 28	May 24, 1847	330	1,870	16,000	
Crozettes	Aug. 30	.....	.....	.....	.....	Condemned at Valparaiso January, 1846.
N. W. Coast....	June 5	Apr. 6, 1847	160	1,640	3,000	Sent home 11,888 pounds bone.
Crozettes	July 22	June 8, 1845	160	290	2,300	
Pacific Ocean ..	July 8	May 22, 1847	100	1,830	4,000	Third mate, Isaac Platt, drowned February 6, 1845; sold to Mystic 1845.
N. W. Coast....	Oct. —	May 25, 1847	300	2,700	22,000	Added 1844 from New York.
....do	July 30	June 7, 1846	60	2,340	20,000	Added 1844; bought from Newark.
....do	Sept. 19	June 5, 1847	70	1,830	16,000	Added 1844.
....do	Sept. 18	Apr. 8, 1847	180	2,550	24,000	Added 1844 from Hudson; sold 1847.
New Zealand ..	June 4	Feb. 1, 1847	120	2,400	10,000	Added 1844; sold 1847 to Warren.
Crozettes	Aug. 31	July 25, 1846	160	940	7,000	
N. W. Coast....	Sept. 19	June 22, 1846	120	1,480	6,000	Added 1844.
....do	Aug. 29	June 9, 1847	40	2,280	10,000	Withdrawn 1847.
New Zealand ..	May 28	Apr. 29, 1848	1,150	5,000	Added 1844 from Boston.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
<i>Sag Harbor, N. Y.—Continued.</i>				
Oscar.....	Ship.....	369	— Ludlow.....	Hunting Cooper.....
Panama.....	do.....	465	— Crowell.....	N. & G. Howell.....
Phoenix.....	do.....	314	— Braggs.....	Cook & Green.....
Portland.....	do.....	292	— Wade.....	S. & B. Hunting & Co.....
Salem.....	do.....	470	— Hand.....	Mulford & Sleigh.....
S. Richards.....	do.....	454	— Dering.....	do.....
St. Lawrence.....	do.....	523	— Baker.....	Cook & Green.....
Sabina.....	do.....	416	— Vail.....	C. T. Dering.....
Thos. Dickason.....	do.....	454	— Lowen.....	Mulford & Sleigh.....
Timor.....	do.....	289	— Edwards.....	H. Cooper.....
Wiscasset.....	do.....	390	— Faine.....	S. & B. Hunting & Co.....
<i>Mystic, Conn.</i>				
Atlantic.....	Ship.....	291	— Keeny.....	Charles Mallory.....
Alibree.....	Bark.....	378	— Burrows.....	L. & W. P. Randall.....
Ringham.....	Ship.....	375	— Eldredge.....	C. Mallory.....
Congress.....	Bark.....	280	— Lester.....	L. & W. P. Randall.....
Coriolanus.....	Ship.....	268	— Appleton.....	C. Mallory.....
Meteor.....	do.....	323	— Lester.....	L. & W. P. Randall.....
Shepherdess.....	do.....	274	— Clift.....	do.....
<i>Bridgeport, Conn.</i>				
Harvest.....	Bark.....	263	— Brooks.....	Sherwood Sterling.....
Stieglitz.....	Ship.....	350	— Youngs.....	do.....
1845.				
<i>New Bedford, Mass.</i>				
Abm. H. Howland.....	Ship.....	414	Washington Walker.....	Abm. H. Howland.....
Abm. Barker.....	do.....	400	— Brayton.....	Abraham Barker.....
Addison.....	do.....	426	— West.....	Isaac B. Richmond.....
Alfred.....	Schooner.....	180	J. P. Davenport.....	Pope & Morgan.....
America.....	Ship.....	418	— Crowell.....	I. Howland, jr., & Co.....
Ann Alexander.....	do.....	253	— Sawtelle.....	Geo. Howland.....
Archer.....	do.....	322	M. Snell.....	Tobey & Ricketson.....
Balena.....	do.....	301	— Dexter.....	J. & J. Howland.....
Bramin.....	Bark.....	245	— Macomber.....	Gideon Allen.....
Callao.....	Ship.....	324	— Sleson.....	Henry Taber & Co.....
Ceres.....	do.....	322	— Adams.....	Thomas Knowles & Co.....
Canton, sd.....	do.....	280	— Taber.....	Charles R. Tucker & Co.....
Canton Packet.....	do.....	274	H. Shearman.....	I. H. Bartlett.....
C. W. Morgan.....	do.....	351	J. D. Sampson.....	C. W. Morgan.....
Charles.....	do.....	291	E. Coan.....	Samuel Rodman.....
Copia.....	do.....	315	D. H. Taber.....	Lemuel Kollock.....
Clarice.....	Bark.....	237	— Wady.....	Pope & Morgan.....
Chili.....	Ship.....	291	H. H. Ricketson.....	B. B. Howard.....
Cowper.....	do.....	391	J. R. Hatheway.....	do.....
Dimon.....	Bark.....	220	Abner Smith.....	Ingalls & Lucas.....
Dragon.....	do.....	190	— Bennett.....	Tobey & Ricketson.....
Edward.....	Ship.....	339	J. S. Barker.....	Pope & Morgan.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Crozettes	Oct. 31	Nov. 13, 1845	Bbls. 700	Lbs. 5,600	Bought from New York 1844; returned in consequence of a mutiny among the crew.
N. W. Coast....	May 23	May 26, 1847	80	2,920	10,000	Added 1844 from New York. Sold 1847. Added 1844; sent home 29,638 pounds bone. Added 1844 from New York; sold 1847. Sold 1847. Withdrawn 1847.
do	Oct. 10	June 5, 1847	.....	1,800	8,000
New Zealand ..	June 1	June 5, 1846	100	1,300	12,000	
N. Z. and N. W.	Oct. 14	Apr. 29, 1848	300	1,400	12,000	
New Zealand ..	May 2	July 25, 1847	70	1,800	.....
N. W. Coast....	July 29	May 20, 1848	300	4,500	11,000	
do	June 24	May 24, 1847	60	1,940	12,000	
do	Aug. 12	Apr. 14, 1847	.....	3,800	10,000
do	July 1	May 1, 1846	140	2,310	20,000	
do	Sept. 27	Feb. 19, 1847	.....	3,700	34,000
N. W. Coast....	July 15	May 25, 1847	2,300	9,000	Added 1844 from Bridgeport; lost 1847.
do	July 22	Apr. 8, 1847	150	2,100	20,000	Added 1844 from New York; Captain Burrows came home sick; Captain Avery took command; Captain Avery was killed by a whale 1846; withdrawn 1847.
do	May 23	Mar. 12, 1846	80	2,350	22,000	Sent home 150 sperm, 2,150 whale, and 20,000 pounds bone. Added 1844 from Boston. Sent home 10,000 pounds bone.
Ind. and N. W.	Oct. 12	Apr. 6, 1847	150	2,150	20,000	
N. W. Coast....	Oct. 3	July 7, 1847	70	1,000	5,000	
Ind. and N. W.	Sept. 15	Apr. 8, 1847	200	1,800	20,000	
do	Sept. 3	June 5, 1847	150	1,700	16,000	Sold to New Bedford 1847. Added 1844; sold 1,900 barrels whale at Hobart Town; sold to New Bedford and withdrawn for California.
South Seas	June 27	May 26, 1847	400	1,400	5,000	
N. W. Coast....	Aug. 7	June 20, 1849	300	2,200	22,000	Built at New Bedford 1845. Built at Fairhaven 1845. First mate, Daniel Borden, died at sea June 13, 1847; sent home 15,877 pounds bone and 100 sperm. Built at Baltimore 1845; sold and sent home 2,147 barrels sperm. Went into the California trade 1849; sent home 17,300 pounds of bone.
Ind. and N. W.	Sept. 2	Apr. 2, 1848	125	3,475	.....
Pac. and N. W.	Sept. 25	May 4, 1848	500	2,400	15,000	
N. W. Coast....	Oct. 13	Apr. 4, 1848	150	2,650	11,000	
Pacific Ocean..	Aug. 28	Apr. 28, 1852	53	Sent home 110 sperm. Bought from Wilmington 1845; lost in Torres Straits 1849. Sent home 9,679 pounds bone. Badly burned at Fejee Islands by crew June, 1846; repaired at Sydney. Sent home 70 sperm.
N. W. Coast....	Oct. 21	Apr. 24, 1848	80	1,800	2,000	
Pacific Ocean..	Nov. 11	Nov. 4, 1849	1,243	12	.....
Pac. and N. W.	May 27	Oct. 9, 1847	400	1,150	11,800	
Pacific Ocean..	Oct. 23	May 7, 1849	1,800	180	1,000	
Atl. and Ind ..	Aug. 31	Sept. 5, 1847	370	100	4,000	
Pacific Ocean..	Aug. 19	July 1, 1849	2,007	81	.....
Ind. and N. W.	July 28	.....	.....	.....	.....
Indian Ocean ..	July 29	June 15, 1847	150	1,850	.....
Pacific Ocean..	Oct. 15	Oct. 12, 1849	1,747	87	500	
do	June 10	Dec. 9, 1848	2,100	100	Sent home 36 sperm. Bought from Newburyport 1845; withdrawn 1848. Formerly a brig; bought from New York 1845; sent home 125 sperm; sold for California 1848. Sailed; returned July 12 leaking badly; lost 1847. Bought from Hudson 1845; Captain B. marched with his crew to relief of garrison at San José 1846. Captain B. left ship afterward and came home sick; sold to go to California 1849; sold to Nantucket 1851.
do	July 8	May 6, 1849	1,750	.....	.....
Ind. and N. W.	June 17	May 5, 1848	290	2,100	6,000	
Pacific Ocean..	Oct. 13	July 21, 1846	40	30	.....
Indian Ocean ..	July 10	June 29, 1848	150	1,550	10,000	
Ind. and N. W.	June 3	Sept. 24, 1848	150	2,750	23,000	
Atlantic	June 18	Sept. 2, 1848	700	
South Atlantic.	Aug. 13	
Ind. and N. W.	July 15	Apr. 5, 1849	179	2,050	7,400	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
<i>New Bedford, Mass.—Continued.</i>				
Endeavour	Bark	252	— West	C. R. Tucker & Co
Florida, 2d	Ship	524	Arthur Cox	Samuel W. Rodman
Frances	Bark	368	Reuben Taber, jr.	G. Allen
Frances Henrietta	Ship	407	— Poole	S. W. Rodman
Gen. Pike	do	313	— Pierce	William Gifford
Geo. and Susan	do	356	— Taber	G. Howland
George and Martha	Bark	275	— Beard	Randall & Haskall
Globe	Ship	479	— Daggett	George Hussey
Geo. Washington	Ship	230	— Baker	Charles Hitch
Gratitude	do	337	— Wilcox	Swift & Allen
Harrison	do	371	— Shearman	Abraham Ashley, 2d
Herald	do	274	George Stewart	Tobey & Rickatson
Henry Kneeland	do	304	A. Fish	Gilbert Hatheway
Hercules	do	335	H. Beette	Jireh Perry
Hercules, 2d	do	290	— Marvel	D. R. Greene & Co
Hope	Bark	186	B. Ellis	William Watkins
Hydaspe	Ship	313	— Taylor	J. B. Wood & Co
India	do	366	— Fisher	A. H. Howland
Inez	do	356	— Jackson	B. B. Howard
Isaac Howland	do	399	Andrew Corey	I. Howland, jr. & Co
Isabella	do	411	— Stewart	James H. Howland
Java	do	278	L. B. Bronson	George Howland
Janus	do	321	— Hammond	T. & A. R. Nye
James Maury	do	393	— Whelden	C. R. Tucker & Co
Junius	Bark	198	— Smith	A. Robeson
Jeannette	Ship	340	— Atkins	I. R. Richmond
J. E. Donnell	Bark	343	William A. Hussey	Swift & Allen
Ktusoff	Ship	415	William Shockley	J. Dunbar & Co
Lancaster	do	383	James Cornell	T. & A. R. Nye
Leonidas	do	231	R. Swift	F. S. Hathaway
Marengo	do	426	T. Cole	Jona. Bourne, jr
Maria Theresa	do	330	S. D. Fisher, jr	T. & A. R. Nye
Mars	Bark	270	— Borden	C. R. Tucker & Co
Mercator	Ship	246	— Sanford	John A. Parker
Metacomb	do	360	— Smith	J. B. Wood & Co
Menkar	do	371	— Norton	Philip Anthony
Minerva Smyth	Ship	335	— Crocker	I. Howland, jr. & Co
Magnolia	do	396	B. Simmons	C. W. Morgan
Minerva, 2d	do	291	O. Smalley	Thomas Knowles & Co
Mt. Wollaston	do	325	M. Bowen	Dwight R. Perry
Nimrod	do	340	W. H. Shearman	B. Rickatson
Navy	do	356	J. Norton	J. B. Wood & Co
Obed Mitchell	do	355	P. S. Wing	Haskell & Randall
Ocean	do	349	— Almy	J. R. Thornton
Ohio	do	383	O. Webb	E. W. Howland

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Ind. and N. W.	July 4	May 21, 1847	100	1,600	15,000	Formerly in guano trade; sold to go to California 1849; sent home 328 sperm and 12,000 pounds bone.
....do.....	Aug. 4	May 2, 1849	35	3,553	19,200	
....do.....	Aug. 2					Burnt at Mauritius April 24, 1846; sent home 80 sperm.
....do.....	Aug. 12	June 3, 1848	160	2,840	28,000	Sent home 40 sperm.
N. W. Coast...	Nov. 21	Oct. 5, 1849	1,260	178	.....
Pac. and N. W.	Oct. 16	July 14, 1848	150	2,600	12,000	
Indian Ocean...	Aug. 27	Apr. 29, 1848	70	700	10,700	
N. W. Coast...	Sept. 13	Aug. 29, 1850	76	4,394	17,300	Sold to go to California 1849; sailed June 17; returned August 16, captain sick.
Indian Ocean...	Nov. 6	Apr. 4, 1848	1,050	.....	.....	Bought from Philadelphia 1845; sent home 13,411 pounds bone.
Ind. and N. W.	June 14	June 12, 1848	120	2,800	10,000	
....do.....	May 21	Oct. 13, 1850	63	39	.....	Sent home 275 sperm, 20,897 pounds bone.
						Sold some oil at Sydney; shipped some thence to London; sent home 11,148 pounds bone.
Pacific Ocean...	May 23	Nov. 25, 1848	1,500	.....	.....	Sent home 117 sperm.
N. W. Coast...	Oct. 30	May 22, 1848	100	1,400	11,000	Added 1845 from New York.
Indian Ocean...	July 18	May 15, 1848	243	1,407	14,100	Sent home 240 sperm.
Atlantic	May 18	Mar. 25, 1847	230	.....	.....	Sent home 200 sperm.
Atl. and Ind.	May 22	July 31, 1847	1,300	.....	.....
Indian Ocean...	June 2	Sept. 30, 1848	1,400	200	.....	Sent home 110 sperm.
Ind. and N. W.	July 1	Mar. 23, 1848	250	2,650	10,000	Sent home 21,688 pounds bone.
N. W. Coast...	Oct. 30		.....	3,000	.....	Bought from Boston 1845; shipped oil to London and went into California trade; sent home 5,757 pounds bone.
Ind. and N. W.	June 10	Apr. 29, 1848	150	2,650	24,000	
....do.....	July 26	June 8, 1848	1,050	1,650	8,000	
Pac. and N. W.	Aug. 26	June 18, 1848	40	1,510	8,000	Sent home 7,172 pounds bone.
Pacific Ocean...	Oct. 4	May 8, 1848	50	1,600	8,000	Sailed under Capt. W. Taber, but he left the ship and came home sick.
Pac. and N. W.	June 5	May 14, 1848	.....	3,600	38,000	Bought from Salem 1845; sent home 100 sperm.
Indian Ocean...	July 14	Apr. 8, 1850	126	34	.....
N. W. Coast...	June 21	Jan. 21, 1848	500	1,300	13,000	Third mate, George S. Daniels, killed by a whale 1846; sent home 45 sperm.
Pac. and N. W.	Dec. 3	Apr. 5, 1849	49	3,066	17,600	Bought from Boston 1845; sent home 340 sperm, 22,000 pounds bone.
N. W. Coast...	July 26	Mar. 23, 1848	400	2,900	14,000	
Pac. and N. W.	May 10	Jan. 18, 1847	425	2,225	14,000	Sent home 9,148 pounds bone.
Pacific Ocean...	Nov. 21	May 29, 1850	665	8	.....
N. W. Coast...	Oct. 5	Apr. 22, 1848	400	3,400	32,000	Bought from New Orleans 1845; sent home 16,672 pounds bone.
Ind. and N. W.	July 1	July 4, 1847	260	2,200	2,500	Sailed May 1st; May 14th lost first mate, Benjamin Golden, one boat-steerer and three men in a gale; returned June 9th; sent home 16,000 pounds bone.
Indian Ocean...	Sept. 24	May 27, 1848	350	1,350	6,000	
....do.....	Nov. 7	May 9, 1850	572	271	1,000	
N. W. Coast...	Nov. 29	Mar. 12, 1848	100	2,700	1,200	Sent home 70 whale, 29,000 pounds bone.
Ind. and N. W.	Aug. 20	Apr. 4, 1848	250	2,250	14,000	Bought from Newport 1845; sent home 140 sperm, 12,203 pounds bone.
South Seas	Oct. 23	Apr. 4, 1848	200	2,700	29,000	
Ind. and N. W.	June 25	Oct. 16, 1848	450	3,250	17,000	Captain Simmons and Captain Barker of the Edward landed their crews and marched to the relief of the garrison at San José 1846; withdrawn 1848; sent home 50 sperm.
Indian Ocean...	May 2	Apr. 5, 1848	390	2,090	19,000	
Ind. and N. W.	July 10	Apr. 24, 1849	726	140	.....	Added 1845 from Fairhaven; bought from Salem; shipped oil to London; return of bone not given; sent home 150 whale, 1,400 pounds bone.
....do.....	May 27	Apr. 6, 1848	300	2,300	500	Sent home 12,805 pounds bone.
....do.....	Aug. 22	Mar. 11, 1848	25	2,500	15,000	
N. W. Coast...	Oct. 27	May 10, 1848	350	2,000	8,000	Bought from Nantucket 1845.
Indian Ocean...	Jan. 2	Nov. 7, 1848	1,380	20	.....	Added 1844 from Nantucket.
Ind. and N. W.	Sept. 2	Apr. 28, 1848	130	2,770	10,000	Bought from Nantucket 1845; sent home 21,877 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
<i>New Bedford, Mass.—Continued.</i>				
Olive Branch	Ship	368	G. J. Place	James D. Thompson
Orozimbo	do	588	— Norton	B. Ricketson
Pantheon	Bark	271	W. Jenney	J. Bourne, jr.
Parachute	Ship	331	— Devoll	B. B. Howard
Rebecca Sims	do	400	— Taber	William R. Rodman
Robert Edwards	do	356	N. Burgess	J. & J. Howland
Rodman	Brig	83	— Sowle	B. Ricketson
Roman	Ship	375	H. Shookley	E. C. Jones
Rousseau	do	306	— Smith	George Howland
Russell	Bark	302	J. O. Morse	Edward Munroe
Saratoga	Ship	545	J. R. L. Smith	Abm. Ashley
Swift	do	321	— Jenkins	Thomas S. Hathaway
Statira	do	346	— Adams	Hathaway & Luce
Smyrna	Bark	219	— Hillman	B. Ricketson
Susan	Ship	261	— Manchester	A. H. Howland
Timolean	do	346	— Luccomb	J. Dunbar & Co.
Valparaiso	Bark	402	Richard Luce	Hathaway & Luce
W. Hamilton	Ship	463	— Fisher	I. Howland, jr., & Co. ...
Winslow	Bark	263	— Simons	Samuel Rodman
Zoroaster	Brig	159	— Hammond	Pardon G. Seabury
<i>Fairhaven, Mass.</i>				
Acushnet	Ship	359	— Rogers	Bradford, Fuller & Co. ..
Adeline Gibbs	do	354	— West	Gibbs & Jenney
Amazon	do	345	— Smith	Nathan Church
Ansel Gibbs	do	319	— Merrihew	Gibbs & Jenney
Arab	do	336	— Braley	E. Sawin
Heroline	do	337	— West	N. Church
Java	do	294	— Lucas	Atkins Adams
John A. Robb	do	273	— Winslow	L. C. Tripp
Lagrange	Bark	280	— Dexter	Atkins Adams
Lydia	Ship	358	— Robinson	Sheffield Reed
Martha	do	298	R. N. Smith	N. Church
Oregon	do	339	— Wimpenny	L. C. Tripp
Pacific	Bark	314	— Alden	Asa Swift
Sharon	Ship	354	Benjamin Clough	Gibbs & Jenney
South Boston	do	339	— Hoxie	E. Sawin
Wm. & Henry	do	261	— Benjamin	I. F. Terry
<i>Dartmouth, Mass.</i>				
Russell	Ship	387	— Sowle	Prince Sears
<i>Falmouth, Mass.</i>				
Com. Morris	Ship	350	Silas Jones	Oliver C. Swift
Wm. Penn	do	364	— Wimpenny	do
<i>Mattapoisett, Mass.</i>				
Cachalot	Ship	230	— Taber	Wilson Barstow
Willis	Bark	164	— Higgins	R. L. Barstow
<i>Stippican, Mass.</i>				
Hecla	Bark	207	— Hedge	J. S. Bates
Juno	Brig	123	— Bates	Eliaha Luce
Popmunnet	Bark	184	— Tilton	Henry M. Allen
<i>Wareham, Mass.</i>				
Inga	Brig	169	— Cudworth	M. S. F. Tobey
Pleiades	Bark	261	— Russell	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pac. and N. W.	Oct. 21	May 4, 1849	224	2,670	31,300	Added 1845; sold 1,300 whale on voyage. Sold to go to California 1849.
N. W. Coast....	Oct. 30	Apr. 6, 1848	100	3,100	11,100	
Ind. and N. W.	May 15	May 13, 1849	501	1,140	2,500	
....do	Sept. 2	Mar. 12, 1845	130	3,000	16,000	
New Zealand..	May 24	June 1, 1849	1,495	9	.....	Third mate and boats' crew lost; supposed to have been carried down by a whale.
Pacific Ocean..	June 14	Nov. 17, 1848	2,200	76	.....
Atlantic.....	Oct. 28	May 20, 1846	14	2	.....	Added, 1845.
Ind. and N. W.	May 12	Apr. 27, 1847	160	2,550	24,000	Sent home 75 sperm, 9,866 pounds bone.
Pacific Ocean..	Aug. 7	Feb. 4, 1849	1,700	550	7,000	
....do	Aug. 31	Jan. 17, 1849	2,300	.....	.....	Went into California trade 1849; sent home 200 sperm.
Pac. and N. W.	Oct. 22	May 5, 1849	222	4,372	7,700	Bought from New York 1845; sent home 32,502 pounds bone.
Pacific Ocean..	Aug. 31	Apr. 5, 1849	1,200	172	200	
N. W. Coast....	Oct. 21	May 15, 1848	210	2,400	15,000	Sent home 9,075 pounds bone.
Pacific Ocean..	Oct. 21	June 5, 1849	777	.....	.....	Second mate, Mr. Fisher, died at sea 1848.
Ind. and N. W.	July 28	Nov. 17, 1848	500	750	.....	Sent home 106 sperm.
N. W. Coast....	Aug. 21	Apr. 23, 1848	70	1,650	11,000	Condemned and broken up at New Bedford 1849.
Pac. and N. W.	July 28	Mar. 11, 1848	500	2,500	1,000	Bought from New York 1845; sent home 50 sperm.
Ind. and N. W.	July 10	Jan. 14, 1848	120	4,000	15,000	Sent home 25,740 bone.
South Atlantic	Apr. 11	Sept. 7, 1849	371	235	.....	Withdrawn for California trade 1849.
Atlantic.....	July 19	Oct. 15, 1846	260	.....	.....	Sold 1847.
N. W. Coast....	July 18	June 7, 1848	500	800	6,000	Had boat stove by a whale December, 1847. John Tabor, third mate, and 4 men killed.
Pac. and N. W.	Oct. 16	July 1, 1848	400	2,100	7,000	Sent home 20,070 pounds bone.
Ind. and N. W.	Aug. 2	May 5, 1848	70	2,230	10,000	Sent home 9,665 pounds bone.
....do	June 5	July 9, 1849	25	2,300	14,000	
South Atlantic	Nov. 22	June 2, 1849	1,800	.....	.....
Ind. and N. W.	June 4	Sept. 14, 1847	190	2,000	10,000	
Pac. and N. W.	Oct. 20	June 14, 1849	1,000	300	2,000	
Pacific Ocean..	Nov. 28	July 16, 1849	900	500	5,000	Bought from Baltimore 1845.
Ind. and N. W.	July 19	July 11, 1850	340	900	.....	Sent home 2,272 pounds bone.
Pacific Ocean..	May 8	Apr. 25, 1848	500	1,900	4,000	Bought from Nantucket.
Pac. and N. W.	Oct. 21	July 31, 1848	14	1,800	15,000	
....do	June 12	Mar. 10, 1849	1,750	700	6,000	
Ind. and N. W.	July 13	June 14, 1849	300	1,100	5,000	
....do	May 20	Apr. 23, 1848	200	2,000	15,000	Sent home 6,000 pounds bone.
....do	May 24	Apr. 30, 1848	300	4,000	23,000	
....do	Sept. 30	Dec. 4, 1848	650	.....	.....	Sold for California 1848.
Ind. and N. W.	June 17	.....	.....	.....	.....	Struck on a sunken rock off Feejee Islands, August 8, 1847; a total loss.
Pacific Ocean..	July 9	Apr. 1, 1849	2,450	100	.....	Sent home 90 barrels sperm 1845; third mate, E. Chadwick, and his boats' crew capsized and lost on coast of Chili, 1846.
Ind. and N. W.	July 19	.....	.....	.....	.....	Sent home 9,798 pounds bone; totally lost on the Island of Whytootacke, November 26, 1847; had 100 sperm and 1,700 whale; saved 1,200 barrels and sold it at 50 cents per barrel.
Atlantic.....	Apr. 28	Apr. 10, 1847	850	450	3,000	New 1845.
....do	Nov. 20	Aug. 13, 1847	70	14	.....
Indian Ocean..	Sept. 26	Nov. 10, 1848	450	.....	.....
Atlantic.....	June 18	Aug. 21, 1846	300	.....	.....	Withdrawn 1847.
Ath. and Ind..	Aug. 22	Sept. 10, 1847	300	Sent home 85 barrels sperm 1845; sold to Fairhaven 1847; first mate, _____ Lambert, and one man drowned 1846.
Atlantic.....	Mar. 25	June 3, 1846	750	
Indian Ocean..	June 1	Mar. 4, 1848	900	60	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
<i>Westport, Mass.</i>				
Barclay	Bark	167	— Grienell	Davis & Corey
Champion	do	209	— Gifford	Andrew Hicks
Catherwood	Brig	199	— Cushing	Thomas W. Mayhew ..
Dr. Franklin	Bark	171	— Hazard	Job Davis
Harbinger	Ship	262	— Brownell	Davis & Corey
Mexico	Brig	130	— Wing	do
President	Bark	167	— Little	Andrew Hicks
Th. Winslow	do	126	— Baker	T. W. Mayhew
<i>Nantucket, Mass.</i>				
American	Ship	340	Frederick W. Luce ..	Daniel Jones
Aurora	do	346	Frederick W. Coffin ..	T. & P. Macy
Chris. Mitchell	do	367	Enoch Ackley	C. Mitchell & Co
Charles & Henry	do	336	Benjamin C. Sayer ..	do
Cyrus	do	328	Alex. M. Myrick	George Myrick, jr
David Paddock	do	352	Charles B. Swain, 2d ..	D. Jones
Edward Cary	do	373	Benjamin C. Sayer ..	C. G. & H. Coffin
Elizabeth Starbuck	do	381	Elijah Parker	Levi Starbuck
Enterprise	do	413	Samuel C. Wyer	E. W. Gardner
Foster	do	317	Francis C. Coffin	Edward H. Barker
Franklin	do	246	Henry Starbuck	do
Ganges	do	315	James Nichols	Barker Burnell
Harvest	do	360	George D. Coffin	E. Swain & N. Rand ..
Howard	do	364	Alexander Bunker	Timothy Hussey
Japan	do	333	Valentino S. Riddell ..	Barker & A'chearn
John Adams	do	296	William Rawson	Francis B. Folger
Levi Starbuck	do	376	Joseph P. Nye	Levi Starbuck
Martha	do	273	Henry B. Folger	Peter Folger
Massachusetts	do	360	James Codd	George C. Gardner
Montano	do	365	Uriah Russell	Edward Field
Monticello	do	368	John M. Folger	John H. Shaw
Nantucket	do	350	Benjamin C. Gardner ..	H. G. O. Dunham
Navigator	do	333	George Palmer	Matt. Crosby
Norman	do	336	Richard Gardner	G. & M. Starbuck
Orion	do	354	Edward S. Ray	Frederick Hussey
Potomac	do	356	Oliver C. Swain	T. & P. Macy
Sarah Parker	do	367	Thomas Russell	David Thain
Scotland	do	384	Veranus Smith	French & Coffin
Tyleston	Brig .....	...	do	David Thain
United States	Ship	372	Calvin G. Worth	Barrett & Upton
<i>Edgartown, Mass.</i>				
Champion	Ship	399	— Merry	Grafton Norton
Pavillon	Brig	150	— Adams	Calvin C. Adams
Vesta	do	156	— Mayhew	Benjamin Worth
<i>Holmes' Hole, Mass.</i>				
Delphos	Ship	336	— West	Thomas Bradley
Malta	Brig	150	— Smith	Thomas Barrows

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	June 5	Nov. 22, 1846	Bbls. 203	Bbls. 50	Lbs.	
do	Sept. 10	Nov. 5, 1846	450	50	.....
do	Oct. 14	Jan. —, 1848	450	.....	.....
do	July 28	Oct. 11, 1846	320	17	.....
Indian Ocean ..	Jan. 2	Oct. 1, 1847	450	.....	.....
Atlantic	Oct. 8	Oct. 11, 1846	400	.....	.....
do	Aug. 22	Apr. 8, 1846	65	.....	.....	Returned in consequence of the death of Captain Little; sailed again in 1846.
do	June 22	May 22, 1846	280	.....	.....
Pacific Ocean ..	Nov. 5	July 22, 1849	1,270	300	.....	Sold 100 barrels sperm.
do	May 19	June 25, 1848	1,980	34	.....
do	June 29	July 4, 1848	1,936	66	.....	Sent home 161 barrels sperm 1845; sold 118 barrels sperm; struck on the "Hedge Fence" going out; returned and sailed July 18.
do	June 4	.....	.....	.....	.....	Lost on Corvo June, 1845.
do	May 9	.....	.....	.....	.....	Sent home 12 casks sperm 1845; condemned at Rio Janeiro December, 1845.
do	Dec. 8	.....	.....	.....	.....	Lost in La Perouse Straits with a full cargo, mostly whale.
do	Oct. 9	Mar. 22, 1848	175	2,432	11,000	Sent home 11,578 pounds of bone.
do	Dec. 29	.....	.....	.....	.....	Condemned at Monterey.
do	Dec. 28	Jan. 2, 1850	2,108	.....	.....
do	Nov. 18	.....	.....	.....	.....	Shipped 8,000 gallons oil to London; condemned at Seychelle Islands 1847.
do	July 13	May 1, 1849	1,463	.....	.....
do	July 15	June 28, 1849	1,910	.....	.....
do	Feb. 17	July —, —	363	.....	.....
do	Nov. 29	.....	.....	.....	.....	Condemned and sold at Sydney.
do	Sept. 25	May 3, 1849	1,199	456	5,000	
do	Aug. 12	June 30, 1849	1,080	290	.....
do	July 16	Apr. 19, 1850	1,448	136	.....	Sold to New Bedford 1850.
do	Sept. 21	June 8, 1849	1,667	10	.....
do	May 31	Aug. 6, 1848	541	1,945	5,000	Sold 90 sperm and 40 whale.
do	Aug. 17	Mar. 9, 1849	294	1,320	.....	Third mate, ——— Fuller, and three men drowned by the staving of a boat by a whale; sold in California; sold 290 whale.
do	Oct. 13	May 7, 1850	1,671	.....	.....
do	Aug. 17	Jan. 7, 1850	2,051	.....	.....
do	July 3	June 5, 1849	1,823	30	.....
do	May 31	July 4, 1848	1,771	30	.....	Sent home 25 casks sperm 1845; sold 250 sperm, 50 hump; built 1845 at Mattapoisett.
do	July 15	.....	.....	.....	.....	Condemned at New Zealand; repaired and sold by Captain Ray, in California.
do	Sept. 4	May 31, 1849	2,617	26	.....	Jos. T. Upham, first mate, killed by a whale.
do	June 15	May 10, 1849	59	2,700	24,000	Bought 1845; sold for California 1849; formerly a merchantman; built at Portsmouth, N. H., 1837.
do	Oct. 31	Feb. 8, 1851	2,660	226	.....	Built 1845; fitted from Boston; sold 70 sperm; sold to New Bedford 1851.
Pacific Ocean ..	Dec. 8	.....	.....	.....	.....	Lost in December, 1849, near Tongataboo.
Pacific Ocean ..	July 9	Mar. 10, 1848	140	2,150	14,000	
South Atlantic ..	Dec. 27	Aug. 27, 1847	320	.....	.....
Atlantic	Mar. —	Oct. 14, 1846	300	.....	.....
N. W. Coast	Aug. 18	Sent home 75 barrels sperm. 1845; struck on a reef near Palmerston's Island, S. F., and sunk in 15 minutes, with cargo of 1,400 barrels whale, 250 barrels sperm; two of the crew lost.
Atlantic	Apr. 28	June 5, 1847	350	100	600	Added 1843 from Boston.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
<i>Plymouth, Mass.</i>				
Maracalbo	Brig	93	— Nickerson	Atwood L. Drew
Yeoman	Bark	175	— Gooding	Bradford Barnes, jr
<i>Provincetown, Mass.</i>				
Belle Isle	Schooner ..	104	— Howard	Parker Cook
Cadmus	Brig	130	— Soper	Samuel Soper
Carter Braxton	Ship	132	— Martin	J. Adams
Council	Schooner ..	100	— Genn	Samuel Cook
Edwin	do	100	— Cook	Lemuel Cook
Fairy	Bark	186	— Cook	Ebenezer Cook
Franklin	Brig	172	— Nickerson	S. Soper
Gem	do	162	— Nickerson	Timothy P. Johnson
Grand Island	Schooner ..	100	— Cook	S. Cook
Jane Howe	Brig	130	— Bowley .....	.....
Joshua Brown	Schooner ..	113	— Genn	Abraham Small, jr
John Adams	do .....	.....	— Higgins .....	.....
Louisa	do	98	— Cook	Samuel Cook
Medford	do	105	— Cook	P. Cook
Outesie	do	110	— Chapman	C. A. Crosier
Parker Cook	Brig	135	— Smith .....	.....
Phenix	do	150	— Small	Abraham Small
Rienzi	do	101	— Small .....	.....
Rienzi	Schooner ..	115	— Cook	A. Cook
Spartan	Bark	188	— Cook	A. Small
Stranger	Schooner ..	100	— Sparks	S. Hillyard
Tarquin	do	100	— Sparks	H. Sparks
<i>Fall River, Mass.</i>				
Ann Maria	Bark	196	— Jefferson	Jesse Eddy
Caravan	Ship	330	— Manchester	J. W. Lindsey
Leonidas	Brig	128	— Cornell	Nathan Duffee
Pantheon	Bark	284	— Dimon	do
<i>Sol. Salts.</i>				
Sol. Salts	Ship	316	— Fales	do
<i>Providence, R. I.</i>				
Lexington	Bark	201	— Saunders	J. L. Joslin
Lion	Ship	296	— Howland	Lloyd Bowers
<i>Bristol, R. I.</i>				
Anna	Ship	222	— Moore	Byron Diman
<i>Warren, R. I.</i>				
Benj. Rush	Ship	385	— Smith	Child & Coffin
Dromo	Bark	267	— Grinnell	C. F. Child
Hector	do	222	— Martin	R. B. Johnson
Harvest	do	300	— Bowen	Child & Johnson
Lafayette	Ship	341	— Bowen	Coffin & Gardner
Magnet	do	352	— Wilbur	Joseph Smith
Philip Tabb	do	405	— Jolls	Driscoll & Child
Sarah	Bark	286	— Rice	John R. Wheaton
Triton	Ship	345	— Jolls	S. P. Child
<i>Newport, R. I.</i>				
America	Bark	217	— Smiley	W. H. Smiley & C. E. Bell
Audley Clark	Ship	331	— Grinwald	P. Clarke & T. Bush
Catharine	Schooner ..	75	— Smiley	W. H. Smiley
Helen	Brig	120	— Davis	William Price
Martha	Ship	271	E. Gifford	R. P. Lee
<i>Lynn, Mass.</i>				
Com. Preble	Ship	323	— Lamphier	Andrews Breed
Wm. Badger	do	397	— Perkins	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	Mar. 12	July 7, 1846	Bbls. 260	Bbls. 30	Sent home 170 barrels sperm 1845; withdrawn 1849.
Indian Ocean ..	July 2	Sept. 22, 1846	500	.....	.....
Atlantic	Jan. 20	Sept. —, 1845	125	Bought from Marblehead 1844. Withdrawn 1846.
do	Mar. 12	Oct. 31, 1845	110	.....	.....
do	Feb. 24	Aug. 8, 1846	300	70	.....
Sta. Bellefale ..	May 13	Oct. —, 1845	60	70	New 1845; withdrawn 1846. Blackfish-oil; withdrawn 1845.
do	Apr. 2	Sept. —, 1845	170	.....	.....
Atlantic	Mar. 26	Aug. 11, 1846	618	40	.....
do	Feb. 26	Apr. —, 1846	340	Added 1844. Withdrawn 1846.
do	Mar. 17	Oct. 20, 1845	200	.....	.....
do	Apr. 2	June 7, 1846	17	.....	.....
do	Apr. 23	Sept. —, 1845	60	Withdrawn 1847. Added 1844; withdrawn 1846. Added 1844.
do	July 24	Nov. 22, 1845	.....	6	.....
do	Apr. 12	Sept. —, 1845	170	.....	.....
do	Mar. 12	Aug. 12, 1845	250	90	Lost 1847. Bought from Newburyport 1845. Sold to Westport 1848.
do	Apr. 23	June 6, 1846	230	30	.....
do	Apr. 12	Oct. —, 1845	.....	200	.....
do	May 21	Aug. —, 1846	180	Seized at St. Carlos, Chili, for alleged violation of the revenue laws, detained five months and released; sold for California 1849.
do	Mar. 22	May 9, 1846	430	.....	.....
do	May 15	Oct. 31, 1845	180	.....	.....
do	Mar. 4	Sept. —, 1845	310	10	Sold to New Bedford 1850.
do	July 22	Apr. 12, 1847	350	.....	.....
do	May 4	Oct. —, 1845	20	120	.....
do	Mar. 17	Aug. 14, 1845	70	100	Sold for California 1848.
Atlantic	June 2	.....	.....	.....	.....
Pacific Ocean ..	Nov. 11	May 5, 1849	250	2,550	49,000	
Atlantic	Aug. 17	Apr. 2, 1847	200	30	Condemned at Callao March, 1848. Condemned at Honolulu May, 1847. Bought from Boston 1845; sold to New Bedford 1849.
N. W. Coast	Oct. 25	Apr. 22, 1849	50	1,350	13,000	
Pacific Ocean ..	Oct. 3	Mar. 12, 1848	150	2,000	20,000	
Indian Ocean ..	July 17	Nov. 18, 1850	40	Sold for California 1848.
Pacific Ocean ..	Aug. 28	July 8, 1849	2,100	60	.....
Pacific Ocean ..	Jan. 2	Dec. 10, 1848	700	100	.....
N. W. Coast	Oct. 13	Mar. 1, 1848	35	2,500	7,000	Bought from Salem 1845. Sent home 60 barrels sperm 1845. Added 1845; withdrawn 1849.
Indian Ocean ..	July —	June 26, 1848	900	300	.....
Pacific Ocean ..	July 8	Dec. 4, 1847	1,000	.....	.....
N. W. Coast	May 17, 1849	100	1,000	Condemned at Callao March, 1848. Condemned at Honolulu May, 1847. Bought from Boston 1845; sold to New Bedford 1849.
Indian Ocean ..	July 22	July 4, 1848	550	850	.....
N. W. Coast	Aug. 8	.....	.....	.....	.....
do	Sept. 8	500	25	Sold 120 sperm.
Pacific Ocean ..	July 22	Feb. 9, 1849	1,300	.....	.....
N. W. Coast	Jan. 14	May 18, 1848	1,119	790	44,000	
South Atlantic ..	Aug. 31	Sept. 9, 1847	1,400	Sold for California 1848. Tender to bark America; lost at South Shetland 1847. Sold to New Bedford 1849.
N. W. Coast	Jan. 14	Aug. 1, 1848	250	.....	.....
Patagonia	Sept. —	.....	.....	.....	.....
Atlantic	Nov. 20	Sept. 6, 1846	150	Sent home 13,114 pounds of bone. Bought from Boston 1845; withdrawn 1849.
Pacific Ocean ..	Apr. 21	June 11, 1849	1,100	.....	.....
Ind. and N. W. ..	July 19	June 23, 1848	180	1,800	
Indian Ocean ..	Oct. 17	Feb. 11, 1849	990	1,600	

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Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
<i>Salem, Mass.</i>				
Henry	Bark....	202	— Lind	James W. Cheever
<i>Stonington, Conn.</i>				
Autumn	Bark....	181	— Perry	Elisha Faxon, jr.
Bolton	do	290	— Lewis	Charles P. Williams
Byron	do	170	— Reed	John F. Trumbull
Cincinnati	Ship	457	F. Stanton Williams	F. Pendleton & Co.
Cabinet	do	305	— Bottam	J. F. Trumbull
Cynosure	Bark....	230	— Simonds	do
Cavalier	do	225	— Marchant	Charles P. Williams
Corvo	Ship	349	— Burell	do
Fellowes	do	268	— Babcock	do
George	do	251	— Taber	do
Herald	do	241	— Barker	do
Philetus	Bark....	278	— Brewster	J. F. Trumbull
Tiger	Ship	311	— do	do
Thos. Williams	do	340	— Williams	C. P. Williams
<i>New London, Conn.</i>				
Alert	Ship	398	— Middleton	Havens & Smith
Atlantic	do	700	William Peck	Miner, Lawrence & Co. .
Black Warrior	Bark....	231	— Chappell	Havens & Smith
Brooklyn	Ship	360	— Jeffrey	Perkins & Smith
Candace	do	310	— Bolles	Havens & Smith
Catharine	do	384	— Smith	Thomas Fitch, sd
Clematis	do	311	— Bailey	Williams & Barnes
Connecticut	Bark....	398	— Towne	Frink, Chew & Co
Charles Carroll	Ship	412	— Long	Perkins & Smith
Charles Henry	do	265	— Allen	do
Corea	do .....	...	...	...
Carolina	do	395	Charles Prentiss	Stoddard & Learned
Dover	do	385	Benjamin Hempstead	Frink, Chew & Co
Electra	do	430	— Jeffrey	Benjamin Brown
Emma	Schooner	348	— Ward	Williams & Barnes
Flora	do	181	— Bailey	William Tate
Flora	Bark....	338	— Baker	N. & W. W. Billings
Friends	Ship	403	— Howard	B. Brown
Gen. Williams	do	446	— Ward	Williams & Barnes
Gen. Scott	do	360	— Sistaire	Weaver & Rogers
G. Washington	do	630	— Holt	Williams & Barnes
George & Mary	do	356	— Bailey	Lyman Allyn
Leader	Schooner	130	— Pray	Abner Bassett
Lowell	Ship	414	— Benjamin	Williams & Barnes
Mentor	do	460	— Sweet	B. Brown
New England	Ship	368	— Wilber	Miner, Lawrence & Co
Palladium	do	342	— MoLane	Frink, Chew & Co
Pembroke	Bark....	199	— Lax	Miner, Lawrence & Co
Peruvian	Ship	388	— Brown	Stoddard & Learned
Robert Bonne	do	505	— Baker	N. & W. W. Billings

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean ..	June 12	.....	300	600	.....	Wrecked on the Marquesas Islands; got off and was taken to Tahiti and sold; 800 barrels oil saved.
Pacific Ocean ..	Nov. 13	June 17, 1849	950	.....	.....	Bought from New York 1845; sold for California 1849.
....do	June 25	Mar. 8, 1848	700	.....	.....	Sold to Boston 1849.
Falkland Islds ..	Aug. 12	Feb. 15, 1850	.....	900	8,000	Added 1845.
N. W. Coast	Nov. 24	Mar. 9, 1849	300	2,500	6,000	
New Holland	May 29	Apr. 30, 1848	40	1,950	13,000	
Indian Ocean	Aug. 17	.....	.....	.....	.....	Bought from Boston 1845; sent home 110 barrels sperm 1845; the Cynosure was sold in Bahia 1847.
N. Z. & N. W. ...	Aug. 5	May 27, 1848	30	1,470	14,000	Bought from Salem 1845.
Coast of Chili ..	May 31	Mar. 2, 1847	70	3,400	30,000	Withdrawn 1847.
Pacific Ocean	June 7	June 18, 1850	400	1,200	16,000	
N. Z. & N. W. ...	July 31	June 20, 1849	70	1,400	6,000	
Indian Ocean	Dec. 6	.....	.....	.....	.....	Sold at Rio Janeiro (†) 1848 by the captain; also 600 sperm.
.....do	June —	May 4, 1848	430	1,100	6,000	Sent home 30 barrels sperm 1845.
Ind. and N. W. ...	Nov. 4	Mar. 8, 1848	100	2,700	8,000	Bought from New York 1845; sent home 15,380 pounds of bone.
N. W. Coast	May 24	.....	.....	.....	.....	Burned at sea July 11, 1845, outward bound.
Ind. and N. W. ...	June 16	May 24, 1847	50	2,800	2,800	Sent home 27,120 pounds of bone.
....do	Aug. 4	Apr. 24, 1848	50	3,500	23,000	Formerly the Westchester of New York; added 1845; Captain Beck died at sea October, 1846; sent home 26,607 pounds of bone.
Indian Ocean	May 3	Apr. 21, 1847	70	1,700	15,000	
Ind. and N. W. ...	July 7	Apr. 6, 1848	160	3,840	3,000	Sent home 14,495 pounds of bone.
Indian Ocean	June 9	Apr. 26, 1847	100	2,100	23,000	Sent home 21,135 pounds of bone.
Ind. and N. W. ...	Sept. 3	Apr. 29, 1848	150	1,650	11,000	
....do	Sept. 17	June 3, 1848	120	1,480	14,000	
Indian Ocean	Aug. 21	.....	.....	.....	.....	Condemned and sold at Honolulu 1849; had 40 sperm, 900 whale; sent home 5,000 pounds of bone.
Desolation Isld. ..	Aug. 26	May 24, 1847	.....	3,500	14,000	
Ind. and N. W. ...	July 15	.....	50	1,600	12,000	Struck on a bar near Montank Point, homeward bound, and was lost; cargo mostly saved; had sold 200 barrels whale at Hobart Town.
.....do	June 1, 1849	.....	250	2,450	.....
Ind. and N. W. ...	July 1	May 20, 1847	100	2,100	1,500	Bought from New York 1845; sent home 20,237 pounds of bone; sold 1847.
N. W. Coast	Oct. 21	.....	.....	.....	.....
....do	Aug. 10	Apr. 7, 1848	250	3,400	3,500	Bought from New York 1845.
Ind. and N. W. ...	Apr. 23	Mar. 5, 1847	250	1,150	12,000	
Falkland Islds ..	July 2	.....	.....	.....	.....	Added 1845; lost on coast of Patagonia October 26, 1845.
N. W. Coast	Apr. 24	Apr. 25, 1846	.....	2,900	20,000	Second mate, D. W. Chappell, taken out of his boat by a whale-line.
....do	June 18	May 2, 1847	75	3,020	3,500	Sent home 28,784 pounds of bone.
Ind. and N. W. ...	June 2	May 5, 1848	300	2,70	18,000	Sent home 20,020 pounds of bone.
....do	June 21	Mar. 27, 1848	200	1,150	2,000	Bought from Boston 1845.
....do	July 29	May 19, 1848	500	4,00	15,000	Formerly a New York packet; built at New Bedford 1832; added 1845 sent home 28,059 pounds of bone.
.....do	June 2	May 26, 1847	250	2,350	1,600	
Whaling and sealing.	July 6	.....	.....	.....	.....	Seized in Chiloe, 1846, for infringement on the laws; released November, 1847, and sold at Valparaiso.
Ind. and N. W. ...	July 1	May 27, 1847	150	3,850	40,000	Sold to Boston for a merchantman 1848.
....do	July 10	Mar. 13, 1848	250	2,700	10,000	Withdrawn for California trade 1848; sent home 25,938 pounds of bone.
N. W. Coast	Aug. 4	June 29, 1848	150	3,100	31,000	
....do	June 16	May 24, 1847	150	2,250	10,000	
Indian Ocean	May 18	May 4, 1847	240	1,400	14,000	
Indian and N. W. ...	July 24	Apr. 13, 1848	600	1,100	1,000	
....do	June 10	May 8, 1848	180	4,400	23,000	Sent home 21,990 pounds bone. Built at Stonington, 1832.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
<i>Sag Harbor, N. Y.</i>				
American	Bark	284	William Pierson	S. & B. Hunting & Co ..
Ann Mary Ann	Ship	380	I. Winters	Mulford & Sleight
Cadmus	Bark	307	— Smith	do
Columbia	do	285	S. B. Pierson	Cook & Green
Concordia	do	365	— Loper	Thomas Brown
Daniel Webster	Ship	397	— Curry	Ezekiel Mulford
Eliz. Frith	Bark	355	John Bishop	Post & Sherry
Gem	do	320	— Worth	Hunting Cooper
Hamilton	Ship	392	— Babcock	Charles T. Dering
Hannibal	do	311	— Canning	S. & B. Hunting & Co ..
Henry	do	333	— Brown	S. L'Hommedieu
Henry Lee	do	409	B. C. Payne	S. & B. Hunting & Co ..
Huron	do	292	— Woodruff	Cook & Green
Illinois	do	413	— Jagger	John Budd
Jefferson	do	435	— Smith	T. Brown
John Jay	do	404	— Harwood	N. & G. Howell
Konohasset	do	426	T. B. Worth	Hunting Cooper
Laurens	Bark	420	— Eldredge	Tiffany & Halsey
Marcus	do	283	— Ryder	N. & G. Howell
Neptune	Ship	388	— Nichols	S. & B. Hunting & Co ..
Ontario, 2d	do	480	B. R. Green	Post & Sherry
Oscar	do	369	— Green	Hunting Cooper
Plymouth	do	425	L. B. Edwards	Cook & Green
Romulus	do	233	P. Winters	Ezekiel Mulford
Superior	Bark	275	— Mulford	Post & Sherry
Tuscany	Ship	299	— Goodale	John Budd
Washington	do	340	— Sandford	Hunting Cooper
<i>Greenport, N. Y.</i>				
Bayard	Ship	339	J. W. Fordham	H. & N. Corwin
Caroline	do	252	— Halsey	Wiggins & Parsons
Delta	do	314	D. Weeks	H. & N. Corwin
Nile	do	403	— Case	Ireland, Wells & Carpenter ..
Roanoke	Bark	252	— Baldwin	Wiggins & Parsons
Sarah and Esther	Ship	157	— Bennett	Ireland, Wells & Carpenter ..
Triad	do	336	— Horton	H. & N. Corwin
<i>New Suffolk, Mass.</i>				
Gentleman	Bark	227	A. G. Post	Ira B. Tathill
<i>Cold Spring, N. Y.</i>				
N. P. Tallmadge	Ship	370	— Mumford	John H. Jones
Sheffield	do	579	— White	do
Tuscarora	do	379	— Doan	do
<i>Mystic, Conn.</i>				
Aeronaut	Ship	265	— Holmes	Charles Mallory
Blackstone	Bark	258	— Bellows	do
Eleanor	Ship	301	— Pendleton	George W. Ashbey & Co ..
Globe	do	316	— West	Joseph Avery
Hellespont	do	346	— Manwarring	I. & W. P. Randall
Highlander	do	238	— Cleaveland	G. W. Ashbey & Co
Leander	Bark	213	— Brereton	C. Mallory
Robin Hood	Ship	395	— Pendleton	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
N. W. Coast....	Sept. 25	.....	.....	.....	.....	Captain and three men lost by a whale running over their boat, June, 1846; the American was condemned at St. Thomas, August, 1848.
South Seas....	July 21	Apr. 29, 1848	.....	3, 100	10, 000	Sent home 21,381 pounds bone.
N. W. Coast....	Sept. 2	May 12, 1847	150	1, 850	8, 000	
....do.....	July 11	June 5, 1848	200	2, 100	11, 000	Sent home 7,000 pounds bone.
....do.....	Aug. 24	May 20, 1847	25	700	8, 900	Returned home in consequence of mutiny among the crew.
....do.....	July 21	July 4, 1848	200	2, 450	15, 000	Sold for California 1848.
....do.....	Oct. 30	May 20, 1848	100	2, 000	10, 000	
....do.....	Aug. 9	July 8, 1847	400	1, 250	12, 000	Sent home 90 barrels sperm 1845.
....do.....	Sept. 5	Apr. 29, 1848	55	1, 300	12, 000	
South Seas....	Oct. 16	.....	.....	.....	.....	Condemned at Rio Janeiro 1849; sent home 2,000 whale, 9,360 pounds bone.
N. W. Coast....	Aug. 22	May 24, 1847	130	1, 900	.....	Sent home 17,610 pounds bone; sold 1847.
....do.....	June 17	May 24, 1847	35	2, 800	27, 000	
....do.....	Sept. 15	May 8, 1848	.....	2, 300	.....	Sent home 18,839 pounds bone; withdrawn.
....do.....	July 4	July 27, 1847	200	2, 100	20, 000	
Indian and N. W.	July 15	May 24, 1847	55	2, 600	23, 000	
N. W. Coast....	June 13	Mar. 11, 1849	60	4, 300	13, 000	Sent home 33,060 pounds bone.
....do.....	Dec. 6	.....	.....	.....	.....	Bought from Boston 1845; wrecked at Pell's Island, May 24, 1846.
....do.....	Aug. 21	Jan. —, 1848	.....	1, 400	.....	Bought from Kennebunk 1845.
Indian and N. W.	July 4	May 24, 1847	90	1, 470	12, 000	
N. W. Coast....	July 23	July 2, 1849	.....	2, 700	17, 000	Sold for California 1849.
N. Z. and N. W.	Aug. 13	Apr. 22, 1848	80	3, 600	17, 000	Sent home 23,196 pounds bone.
N. W. Coast....	Dec. 9	May 9, 1849	.....	2, 800	30, 000	Sold to Mattapovett 1849.
....do.....	Dec. 2	Apr. 30, 1849	.....	4, 800	13, 000	Bought from Boston 1845; sent home 16,000 pounds bone.
South Atlantic	Sept. 24	Aug. 18, 1846	.....	.....	.....	Captain Winters returned home sick 1846..
N. W. Coast....	July 9	June 6, 1847	75	1, 125	9, 000	No report.
....do.....	June 18	Apr. 22, 1847	180	1, 300	13, 000	Sent home 13,553 pounds bone.
....do.....	July 7	May 24, 1847	200	1, 400	13, 000	
N. W. Coast....	Dec. 9	May 13, 1849	.....	2, 700	17, 000	
....do.....	July 12	July 26, 1847	.....	850	9, 000	
....do.....	Sept. 9	June 4, 1848	70	2, 380	15, 000	
....do.....	Oct. 15	June 7, 1848	17	2, 400	14, 000	Bought from New York 1845; second mate, F. Ackley, died January 1846.
South Seas....	Sept. —	May 21, 1847	100	1, 500	15, 000	
South Atlantic	Oct. 15	.....	.....	.....	.....
N. W. Coast....	June 23	Apr. 7, 1848	180	1, 700	5, 000	
S. A. and India	Nov. 13	May 10, 1848	300	200	1, 500	
N. W. Coast ..	June 5	May 1, 1848	45	1, 775	.....
....do.....	Nov. 11	Feb. 7, 1849	200	4, 000	22, 000	Bought from New York 1845; sent home some oil and bone.
....do.....	Aug. 12	Mar. 24, 1848	300	150	1, 000	
N. W. Coast ..	Oct. 13	Aug. 14, 1848	370	1, 050	.....
Indian and N. W.	July 7	.....	.....	.....	.....	Condemned at Cape Town 1846.
N. W. Coast....	Aug. 12	Apr. 5, 1849	150	1, 850	5, 000	Sent home 13,500 pounds bone; sold for California 1849.
....do.....	Oct. 28	.....	.....	.....	.....	Added 1845; sent home 5,191 pounds bone; condemned at Valparaiso 1849; had 100 sperm; 3,000 whale.
Indian and N. W.	July 3	Apr. 30, 1848	50	2, 800	12, 000	Sent home 13,552 pounds bone; bought from New York 1845.
Pacific Ocean ..	July 21	.....	.....	.....	.....	Added 1845; condemned at Talcahuano 1849; sent home 600 sperm.
Croquette Islands	Aug. 15	July 7, 1847	70	1, 030	8, 800	
N. W. Coast....	Oct. 8	June 26, 1848	200	3, 400	34, 000	Bought from Boston 1845.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
<i>Mystic, Conn.—Continued.</i>				
Romulus	Ship ...	365	Montgomery ...	C. Mallory
Trescott	do ...	341	Mallory	do
<i>Boston, Mass.</i>				
Ontario	Schooner ..	100		
<i>Portsmouth, N. H.</i>				
Ann Parry	Ship ...	346	Deannett	James Kennard
1846.				
<i>New Bedford, Mass.</i>				
Adeline	Ship ...	329	Jernegan	I. Howland, jr., & Co ...
Alexander	do ...	421	Reynard	J. A. Parker
Amethyst	do ...	359	Hewes	J. A. Parker & Son
Brandt	do ...	310	Sampson	Alexander Gibbs
Benj. Tucker	do ...	349	J. R. Sands	Charles R. Tucker & Co
Braganza	do ...	470	Devol	Pope & Morgan
Brunswick	do ...	295	Almy	B. Ricketson
California	do ...	398	Fisher	I. Howland, jr., & Co
Canada	do ...	543	W. H. Reynard	B. Ricketson
Caroline	do ...	364	Carey	William Gifford
Chas. Drew	do ...	344	Coffin	do
Canton	do ...	409	Fisher	Perry & Tillinghast
Chase	Bark ...	153	Brownell	B. Ricketson
Charles Frederick	Ship ...	317	H. P. Barnes	J. A. Parker & Son
China	do ...	370	Fisher	William Phillips
Cicero	do ...	252	Jacob Howland	Lennel Kollock
Corte	do ...	382	Swift	George Howland
Courier	do ...	381	Holley	Randall & Haskell
Cherokee	Bark ...	261	Cleaveland	Hathaway & Luce
Clarice	do ...	237	Gifford	Edward C. Jones
Condor	Ship ...	349	J. Taber	C. W. Morgan
Cornelia	Bark ...	216	Flanders	L. Kollock
Chas'tu Packet	do ...	144	Beese	Thomas Knowles & Co
Coral	Ship ...	370	Seabury	Gideon Allen
Congress	do ...	339	Charles Little	E. C. Jones
Congares	do ...	321	Cushman	Thomas Wilcox
Desdemona	do ...	293	Walter Taber	T. & A. R. Nye
Edward	Bark ...	274	Luce	T. Knowles & Co
Emily Morgan	Ship ...	365	Ewer	William J. Rotch
Euphrates	do ...	363	Edwards	Edw. W. Howland
Falcon	do ...	273	Kirby	Wilcox & Richmond
Florida	do ...	330	Gray	E. C. Jones
Franklin	Bark ...	273	I. Davis	West & Paine
Franklin	Ship ...	333	Hazard	W. P. Howland
Fabius	do ...	432	Smith	C. R. Tucker & Co
Garland	do ...	243	Crowell	Rodney French
Geo. Howland	do ...	374	Owen Fisher	George Howland
Hibernia	do ...	327	Shearman	Robert Gibbs
Honqua	do ...	339	Brown	Alex. Gibbs
Israel	do ...	357	Dexter	B. B. Howard
Jaapor	Bark ...	223	Pope	Alexander Gibbs
Lagoda	Ship ...	341	Flinch	Jona. Bourne, jr
Mary Frazier	do ...	288	James Smith	A. H. Howland
Milwood	Bark ...	254	F. W. Deane	G. Allen
Maria	do ...	202	Coffin	Samuel W. Rodman
Milo	Ship ...	398	Plaskett	Thomas R. Robeson
Montezuma	Bark ...	195	Allen	Ingalls & Lucas
Mount Vernon	Ship ...	352	A. Covell	D. R. Greene & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
N. W. Coast ..	June 13	July —, 1848	.....	1,750	.....	Withdrawn for California 1848.
Indian and N. W.	Aug. 25	Sept. 29, 1848	50	3,450	18,000	
Atlantic	Dec. —	Sept. 21, 1846	115	65	.....
Indian Ocean ..	Oct. 23	July 23, 1848	650	.....	.....	Captain Dennett left the ship sick at Zanzibar; first mate, Abial P. Perry, took command; sold to Salem 1848.
Pacific Ocean..	July 28	Mar. 23, 1850	359	2,861	19,300	Sent home 403 barrels whale, 27,000 pounds bone.
....do	June 22	Feb. 24, 1848	400	2,400	25,000	
....do	Nov. 5	Apr. 24, 1850	1,806	632	7,100	
Indian Ocean ..	Oct. 10	Sept. 17, 1849	266	1,540	1,000	
Pacific Ocean ..	July 6	Apr. 1, 1849	182	2,509	23,800	Sent home 800 whale and some bone.
Pacific and N. W.	Sept. 8	Mar. 15, 1850	180	3,661	25,300	Sent home 33 barrels sperm.
South Seas ..	Sept. 12	Sept. 30, 1848	250	2,250	22,000	
Indian and N. W.	Aug. 17	Jan. 13, 1849	400	2,600	13,000	
N. W. Coast....	July 11	Apr. 2, 1849	650	3,400	.....	Went into California trade 1849; sent home 28,799 pounds bone.
Indian and N. W.	Aug. 22	Mar. 8, 1849	410	2,080	3,600	
Pacific and N. W.	Sept. 1	May 5, 1849	156	2,462	21,500	
Pacific Ocean ..	Aug. 17	Mar. 24, 1850	732	1,850	4,200	Third mate, Hiram Gifford, died at Cape Town, May, 1848; sent home 9,679 pounds bone.
South Atlantic	Oct. 10	Aug. 14, 1848	429	20	.....	Went into the California trade 1849.
Pacific Ocean ..	Sept. 10	May 12, 1850	1,790	26	.....
....do	July 2	June 2, 1850	4,138	32	.....	Second mate, Obed H. Coleman, taken out of boat by a line, 1846.
Indian Ocean ..	Sept. 10	June 11, 1849	350	409	.....
Pacific Ocean ..	Nov. 15	Jan. 14, 1849	125	2,675	15,000	Third mate, George Bailey, killed by a whale 1847.
....do	Oct. 10	Aug. 6, 1850	1,800	366	.....
Indian and N. W.	Aug. 6	Apr. 7, 1849	288	2,341	16,000	
Indian Ocean ..	Sept. 5	July 11, 1849	837	10	.....
....do	July 7	Mar. 7, 1848	390	2,600	24,000	
....do	June 23	July 31, 1848	630	70	4,600	Sent home 100 sperm.
South Seas ..	Oct. 7	May 27, 1849	490	180	1,500	
Pacific Ocean ..	Nov. 17	June 11, 1850	3,350	.....	.....
N. W. Coast....	June 21	Nov. 24, 1848	850	1,400	13,000	Cargo sold for \$123,000.
Pacific Ocean ..	Nov. 22	Oct. 27, 1850	2,325	.....	.....	Added 1846, from Boston.
....do	Oct. 28	June 2, 1849	1,884	.....	.....
Indian Ocean ..	June 7	Apr. 1, 1849	1,750	.....	.....
Pacific and N. W.	Sept. 12	July 10, 1849	403	2,230	19,900	
....do	Aug. 5	Mar. 11, 1849	93	2,405	6,200	Sent home 40 sperm, 12,900 bone.
Indian and N. W.	July 22	May 6, 1849	40	1,010	7,000	
Ind. and N. W.	Aug. 2	Sept. 7, 1848	750	1,900	17,000	Third mate, G. Thing, drowned by starting of boat by a whale, December 25, 1846.
Indian Ocean ..	May 16	Sept. 23, 1849	815	.....	.....	Captain Davis came home sick 1848.
N. W. Coast ..	Nov. 3	Apr. 30, 1850	1,563	450	500	
Pacific Ocean ..	Aug. 10	Jan. 8, 1849	209	2,400	6,000	
....do	Jan. 19	Apr. 30, 1849	954	20	.....
....do	June 25	Dec. 27, 1849	1,450	50	.....
Ind. and N. W.	Aug. 10	June 25, 1849	1,085	620	.....
....do	Aug. 1	May 23, 1849	3	3,032	40,000	
Indian and Pac	Aug. 15	.....	175	70	.....	Lost in Table Bay, Cape Good Hope, April, 1847; oil saved.
Indian Ocean ..	Sept. 7	June 13, 1849	552	540	.....
Pac. and N. W.	Aug. 25	Apr. 24, 1850	68	2,734	5,400	Sent home about 23,000 pounds bone.
Ind. and N. W.	Aug. 6	July 7, 1849	632	1,780	8,000	
Indian Ocean ..	July 29	Nov. 21, 1850	77	.....	.....
....do	July 25	Sept. 1, 1849	1,013	.....	.....
Pacific Ocean ..	July 21	Apr. 5, 1849	302	2,869	19,900	
Indian Ocean ..	Oct. 10	Aug. 14, 1849	790	.....	.....	Added 1846, from Wareham.
N. W. Coast....	Aug. 6	July 11, 1849	146	3,140	32,000	First mate, John L. Spooner, killed by a whale.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1846.				
<i>New Bedford, Mass.—Continued.</i>				
Naseau	Ship	406	Weeks	Jirsh Perry
Newton	do	323	Hale	J. Bourne, jr
Octavia	do	257	J. J. Fell	G. Allen
Peri	Bark	191	Maybaw	Rodney French
Phocion	Ship	366	Worth	J. R. Thornton
Persia	Bark	346	Manch ster	L. Kollock
Rhine	do	174	Francis	E. C. Jones
Roscoe	do	235	A. S. Tobey	J. Bourne, jr
Rodman	Brig	83	Flanders	B. Ricketson
Roscius	Bark	300	Winslow	W. P. Howland
Sarah Louisa	Brig	144	.....	William R. Rodman
Seine	Ship	281	Slocumb	Rodney French
St. Peter	do	267	Simmons	J. B. Wood & Co
Tobacco Plant	do	271	A. Allen	W. P. Rodman
Trident	do	449	Stetson	J. A. Parker & Son
Triton	do	306	Spencer	I. Howland, jr., & Co
Triton, 2d	Ship	315	King	C. R. Tucker & Co
Uncas	do	413	C. W. Gelett	A. H. Howland
Waverly	do	397	Crowell	I. Howland, jr. & Co
W. Thompson	do	495	Ellis	Jirsh Perry
Wade	Bark	261	Bradbury	A. H. Howland
<i>Fairhaven, Mass.</i>				
Arab	Bark	276	Terry	I. F. Terry
Atkins Adams	Ship	330	Lane	Atkins Adams
Columbus	do	382	Fi-h	Gibbs & Jenney
E. L. B. Jenney	do	380	Allen	do
Eliza Adams	do	403	E. Harding	Atkins Adams
Favorite	Bark	293	Young	F. R. Whitwell
Friendship	Ship	36	William Stott	Gibbs & Jenney
George	do	360	Marston	Fish & Huttleston
Harvest	Bark	314	Lakey	Jabes Delano, jr
Leonidas	Ship	243	J. N. Tatch	Jenney & Tripp
Maine	do	294	Netcher	E. Sawin
Mary Ann	do	335	Taber	L. C. Tripp
Sam Robertson	do	421	J. K. Turner	I. F. Terry
Wm. Wirt	do	387	Jesse Luce	Warren Delano
Wolga	Bark	285	Luce	James Tripp
<i>Dartmouth, Mass.</i>				
Gov. Hopkins	Brig	111	Pease	D. H. Bartlett
<i>Mattapoisett, Mass.</i>				
America	Brig	148	Lambert	R. L. Barstow
Annawan	do	159	Maybaw	Seth Freeman
Dumbarton	Bark	199	Handy	Wilson Barstow
Elizabeth	do	219	Flanders	R. L. Barstow
Lagrange	do	170	Southworth	E. Willis
Sarah	do	171	Snow	Willson Barstow
Solon	Brig	129	Hammond	Samuel Sturtevant, jr
Sarah	Ship	370	Purrrington	Joseph Meigs

* When two ships of the same name sail from the same port it is extremely difficult at times to tell

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	June 22	May 8, 1850	442	2,664	15,000	Sent home 504 sperm, 15,000 pounds bone.
In l. and Pac...	Sept. 15	Apr. 30, 1849	434	2,020	30,500	
Pacific Ocean ..	July 2	.....	.....	.....	.....
Atl. and Ind ..	June 16	Nov. 9, 1848	500	70	Bought from Edgartown 1845. Sent home 60 sperm. Sent home 80 sperm; sold 1847; lost in Straits of Magellan 1850.
Pacific Ocean ..	July 21	Aug. 29, 1849	815	2,612	30,000	
do	July 29	Apr. 9, 1849	1,063	73	300	
South Atlantic	Mar. 30	May 13, 1848	800	25	Bought from Edgartown 1845. Sent home 60 sperm. Sent home 80 sperm; sold 1847; lost in Straits of Magellan 1850.
Indian Ocean ..	July 2	Jan. 30, 1849	740	1,100	4,500	
South Atlantic	June 16	June 4, 1847	.....	70	.....
Ind. and N. W. Atlantic	Aug. 1	Feb. 18, 1850	2,090	Abandoned at sea 1846.
Pacific Ocean ..	July 9	Mar. 14, 1846	100	1,800	4,000	
Indian Ocean ..	Sept. 10	Aug. 14, 1849	1,115	541	3,700	
Pacific Ocean ..	Sept. 14	Burned at Honolulu 1849; total loss; sent home 67 sperm. Captain Stetson came home sick 1848. Added 1846 from Plymouth. Attacked by natives at Sydney's Island; 5 of the crew killed, 7 wounded; Captain Spencer rescued by the ships United States and Alabama, of Nantucket. Sent home 600 sperm, 40,000 pounds bone (!)*
do	Nov. 21	June 2, 1850	22	2,327	27,000	
do	July 21	May 31, 1850	185	1,746	.....
Pacific Ocean ..	Nov. 15	Sept. 23, 1849	980	Was set on fire three times on the voyage by the crew; sent home 12,500 lbs. bone. Condemned at Bermuda, January, 1851.
Pac. and N. W. ..	Aug. 27	May 11, 1849	460	2,940	19,000	
do	Sept. 1	Apr. 8, 1849	229	2,190	3,800	
Pacific Ocean ..	Nov. 5	Apr. 30, 1850	76	3,378	15,700	Added 1846; 500 barrels were on freight.
Indian Ocean ..	Aug. 12	.....	.....	.....	.....
Indian Ocean ..	Dec. 5	Feb. 12, 1850	450	1,450	2,000	
Pacific Ocean ..	Aug. 23	June 16, 1850	2,900	Sent home 15,660 pounds bone; sold to N. Bedford 1849.
Ind. and Pac...	Sept. 8	Apr. 25, 1849	950	2,250	4,000	
Ind. and Japan ..	Nov. 30	May 15, 1851	2,570	.....	.....
Ind. and Pac...	June 12	Apr. 25, 1849	150	2,950	26,000	Sent home 6,128 pounds bone. Lost in Columbia River, August 25, 1848; had on board 1,400 whale; nothing saved; sent home 6,900 bone.
Ind. and N. W. ..	Aug. 1	Nov. 25, 1849	1,550	250	1,400	
Ind. and Pac...	Oct. 18	Apr. 29, 1849	600	2,400	30,000	
Ind. and N. W. ..	Sept. 10	Apr. 2, 1849	300	2,500	25,000	Bought from New Bedford 1846; sent home 150 sperm, 16,000 pounds bone. Wilson Barnes, fourth mate, died October, 1847; Captain Luce killed by a whale 1848.
Pacific Ocean ..	July 18	May 10, 1850	650	1,800	.....
Ind. and N. W. ..	Aug. 11	June 9, 1849	1,450	30	.....
do	Aug. 11	Added 1846 from Wareham. Sent home 65 barrels 1846; added 1846. Captain Southworth drowned by the upsetting of his boat October, 1846; the L. Grange returned damaged by a gale; added 1846.
Pacific Ocean ..	Nov. 17	July 18, 1850	1,600	.....	.....
N. W. Coast....	June 20	May 2, 1849	25	3,700	30,000	
Pacific Ocean ..	Nov. 14	May 8, 1850	1,705	75	Added 1846 from New Bedford; sent home 490 whale, 6,750 pounds bone.
Indian Ocean ..	Aug. 7	June 10, 1852	118	343	4,700	
South Atlantic.	Sept. 12	Apr. 8, 1849	15	25	.....
Atlantic	Apr. 29	Sept. 2, 1847	450	Added 1846; sent home 110 sperm, 110 pounds bone.
do	Aug. 15	.....	575	.....	.....
do	June 4	June 3, 1848	300	.....	.....
do	Aug. 12	Sept. 9, 1848	1,045	150	Added 1846; sent home 110 sperm, 110 pounds bone.
do	Aug. 12	.....	.....	.....	.....
Indian Ocean	Aug. 18	Nov. 24, 1846	50	.....	.....
Atlantic	May 11	June 27, 1848	250	Added 1846; sent home 110 sperm, 110 pounds bone.
do	Oct. 26	Oct. 26, 1847	110	.....	.....
Pac. and N. W. ..	Sept. 1	Apr. 23, 1848	120	2,480	25,000	

which to credit with oil and bone sent home. A portion of this probably belongs to the Triton, 2d.

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Table showing returns of whaling-vessels

Name of vessel	Class	Tonnage	Captain.	Managing owner or agent.
1846.				
<i>Shippican, Mass.</i>				
Cossack	Bark	256	— Dexter	S. C. Luce
Quito	Brig	140	— Chase	J. S. Bates
<i>Westport, Mass.</i>				
Janet	Bark	194	— Davis	Henry Wilcox
President	do	167	— Hicks	Andrew Hicks
Th. Winalow	do	126	— Stanton	Thomas W. Mayhew
Theo. Chase	do	168	— Ball	Henry Willcox
U. States	do	217	— Smith	Andrew Hicks
<i>Nantucket, Mass.</i>				
Alabama	Ship	340	Benjamin Coggeshall	John H. Shaw
Alpha	do	345	Joseph W. Folger	Hadwen & Barney
Atlantic	do	321	James Coleman	R. F. Gardner
Columbia	do	329	Joseph C. Chase	C. G. & H. Coffin
Hero	do	313	Sylvanus Swain	Joseph Starbuck
James Loper	do	348	William S. Whippey	Levi Starbuck
Maria	do	365	George A. Coffin	J. W. Barrett & Sons
Napoleon	do	360	Stephen B. Gibbs	do
Narragansett	do	398	John B. Rogers	Christopher Wyer
Ontario	do	334	John Horn	J. W. Barrett & Sons
Rose	do	349	William Miller	Simoon Starbuck
Susan	do	349	Charles B. Ray	Aaron Mitchell
Sophia	Schooner	170	— Swain	J. Cook, jr., & Co.
Three Brothers	Ship	384	Joseph Mitchell, 2d	G. & M. Starbuck & Co.
Two Brothers	Schooner	70	— Hatch	J. Cook, jr., & Co.
Young Hero	Ship	340	William B. Swain	J. Starbuck
<i>Edgartown, Mass.</i>				
Splendid	Ship	392	— Baylies	Abm. Osborne
<i>Newport, R. I.</i>				
Damon	Bark	195	— Davenport	Silas H. Cotterell
Mechanic	Ship	335	Oliver Potter	R. P. Lee
<i>Provincetown, Mass.</i>				
Bell Isle	Schooner	104	—	Parker Cook
Cadmus	Brig	139	— Soper	Samuel Soper
Council	Schooner	100	—	Samuel Cook
Edwin	do	100	— Nickerson	R. L. Thatcher
Fairy	Bark	186	—	Ebenezer Cook
Franklin	Brig	172	— Tillson	Samuel Soper
Gem	do	162	—	Timothy F. Johnson
Grand Island	Schooner	109	— Cook	Samuel Cook
John Adams	do	110	—	R. L. Thatcher
Louisa	do	98	—	Samuel Cook
Medford	do	105	— Cook	Parker Cook
Pacific	Brig	130	— Perry	D. Small
Parker Cook	Bark	135	— Smith	Parker Cook
Phoenix	Brig	150	— Small	Abm. Small
Rienzi	Schooner	115	—	A. Cook
Rienzi	Brig	101	Samuel Small	James Small

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Sept. 23	June 26, 1850	50	1,500	9,000	Sent home 129 sperm, 4,000 pounds bone; sold to New Bedford 1850.
Atlantic	June 14	Nov. 11, 1847	270	100	.....	Sold to Nantucket 1848.
Indian Ocean ..	July 31	June 18, 1848	160	.....	.....	Added 1846.
South Seas.....	Aug. —	Oct. 15, 1847	250	.....	.....	Condemned and broken up at Westport 1848.
South Atlantic.	July 31	Sept. 9, 1847	170	.....	.....	Returned in consequence of a defective foremast.
....do	May 6	May 4, 1848	30	.....	.....	Sailed March 18; returned April 6, having lost her five boats and davits, and sustained other damage, in a gale; sent home 200 barrels 1846.
Indian Ocean ..	June 11	Oct. 18, 1849	830	70	.....	Second mate died from a wound received in cutting in —; sent home 125 sperm.
Pacific Ocean ..	May 26	Sept. 26, 1850	1,454	.....	.....	Built 1846, at Medford.
....do	July 2	Apr. 24, 1850	1,180	150	3,000	Reuben Coleman, second mate, died August 29, 1849.
....do	Sept. 13	Dec. 9, 1849	2,081	.....	.....	Sent home 85 barrels sperm.
....do	Aug. 7	June 12, 1850	1,681	183	.....
....do	Nov. 2	Nov. 15, 1846	.....	.....	.....	Returned leaking; was rebottomed and sailed in 1847.
....do	Dec. —	May 10, 1851	1,261	40	.....
....do	Sept. 20	June 27, 1850	894	13	.....	Crew all deserted in California 1849; Capt. Coffin left the ship at Talcahuano, sick.
....do	Dec. 31	May 15, 1851	1,609	.....	.....	Captain Gibbs came home sick; sold 90 sperm on voyage.
....do	Aug. 9	Apr. 1, 1851	2,280	.....	.....	Sold some oil on the voyage.
....do	July 10	Apr. 30, —	1,205	179	.....
....do	Nov. 7	.....	.....	.....	.....	Took about 900 barrels of sperm, went to California, and was sold.
....do	Nov. 16	Aug. 16, 1851	744	.....	.....	Sold 130 sperm.
Atlantic	June 20	Oct. 20, 1847	130	.....	.....	Added 1846; built at Baltimore 1839.
Pacific Ocean ..	July 7	July 15, 1851	1,330	170	.....
Atlantic	Dec. 17	Oct. —, 1846	70	.....	.....	Added 1846; built at Newcastle, Me., 1829.
Pacific Ocean ..	July 12	June 17, 1850	2,144	158	.....	Captain Swain left the ship sick.
Pac. and N. W.	Aug. 17	Apr. 1, 1849	100	3,000	15,000	Withdrawn for California 1849.
Ind. and Pac. ...	Oct. 6	.....	.....	.....	.....	Lost on a reef near Gallipagos Islands, June 22, 1847.
Pacific Ocean ..	Nov. 11	May 19, 1851	145	1,635	12,200	Sent home 438 sperm, 19,165 pounds bone.
Atlantic	Apr. 18	Apr. 18, 1846	.....	25	.....	The Belle Isle sailed again in April and returned Oct. 7, 1846, with 90 barrels sperm.
....do	Mar. 19	Nov. 15, 1846	40	.....	.....
....do	Apr. 16	Oct. 25, 1846	80	90	.....	Added 1845.
....do	Mar. 23	Sept. 13, 1846	195	25	.....
....do .....	.....	Aug. 11, 1846	616	40	.....
Atlantic	Sept. 8	June 23, 1848	250	.....	.....
....do .....	.....	Sept. 17, 1847	290	.....	.....
....do	June 26	Aug. —, 1846	40	30	.....	Added 1845; withdrawn 1847.
....do .....	.....	Sept. 13, 1846	285	15	.....
Atlantic .....	.....	Oct. —, 1846	207	.....	.....
....do	Aug. —	Sept. 25, 1847	150	.....	.....
....do	July 25	May 26, 1847	40	.....	.....	Sold 1847.
South Atlantic.	Oct. 23	May —, 1848	250	.....	.....
Atlantic	July 28	Oct. 13, 1847	180	.....	.....
....do .....	.....	Oct. 4, 1846	250	.....	.....
....do	April 3	.....	.....	.....	.....	Totally wrecked at sea Sep'tember 16, 1846. Of the brig's company, twenty-one all told, only the second mate and four men survived and were taken from the wreck, after the most extreme suffering, by ship Minerva, of New Bedford.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1846.				
<i>Provincetown, Mass.—Continued.</i>				
Sam'l Cook	Brig	140	— Cook .....	.....
Samuel and Thomas	Bark	191	— Swift	Samuel Soper
Tarquin	Schooner ..	100	.....	H. Sparks
<i>Plymouth, Mass.</i>				
Exchange	Schooner ..	99	— Hopkins	Richard W. Holmes
Maracaibo	Brig	93	.....	Atwood L. Drew
<i>Wareham, Mass.</i>				
Inga	Brig	160	— Cudworth	M. S. F. Tobey
<i>Boston, Mass.</i>				
Ontario	Schooner ..	100	— Prior .....	.....
<i>Fall River, Mass.</i>				
Gold Hunter	Ship	281	— Marvel	Nathan Durfee
Rowena	do	404	— Adams	do
<i>Providence, R. I.</i>				
South America	Ship	616	R. N. Sowle	Pearce & Bullock
<i>Bristol, R. I.</i>				
Troy	Brig	156	— Easterbrooks ..	Samuel Church
<i>Warren, R. I.</i>				
Bowditch	Ship	399	— Borden	S. P. Child
Corvinton	do	351	— Devol	Mauran & Feasenden ..
Portsmouth	do	530	— Munroe	Burr & Smith
Powhattan	Bark	237	— Mayhew	do
<i>Barnstable, Mass.</i>				
March	Brig	90	Seth Weeks	Silas Baker
<i>Somerset, Mass.</i>				
Pilgrim	Bark	137	— Pettis	George B. Hood
<i>Mystic, Conn.</i>				
Bingham	Ship	375	— Scholfield	Charles Mallory
Vermont	Bark	392	— Bailey	do
<i>Bridgeport, Conn.</i>				
Hamilton	Ship	359	— Wade	Sherwood Sterling
<i>New London, Conn.</i>				
Armata	Ship	413	— Fitch	Abner Bassett
Benj. Morgan	do	407	— Bellows	Perkins & Smith
Clement	Bark	979	— Lane	Miner, Lawrence & Co..
Columbus	Brig	159	— Forsyth	Williams & Barnes
Columbus	Ship	344	— Buchanan	Lyman Allyn
Dove	Bark	151	— Douglas	Williams & Haven
Exile	Schooner ..	83	— Church	Stoddard & Learned
Flora	Bark	338	— Potter	N. & W. W. Billings ..
Franklin	Schooner ..	119	— Butler	Perkins & Smith
Georgia	Ship	344	— Hull	Thomas Fitch, 2d
Hannibal	do	441	— Brown	Benjamin Brown
Jason	do	335	— Morgan	Stoddard & Learned
McLellan	do	366	— Slate	Perkins & Smith
<i>Phoenix</i>				
Phoenix	do	404	— Higgins	N. & W. W. Billings
Sarah Lavinia	Schooner ..	114	— Fuller	B. Brown
Vesper	Ship	321	— Clark	Williams & Barnes

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Mar. 9	Oct. —, 1846	220	.....	.....	Brig Sam'l Cook added 1846.
do	Sept 11	Apr. 13, 1848	410	.....	.....	Sold to Mattapoisett 1850.
do .....	.....	.....	.....	.....	.....	Withdrawn 1846; no report.
Atlantic	Apr. —	.....	.....	.....	.....	Lost on Island of Margarita 1847.
do	Oct. 13	.....	.....	.....	.....	Totally wrecked October 19, 1846; second mate and two of the crew washed overboard and drowned.
Atlantic	Aug. 10	Dec. 23, 1847	350	.....	.....	Returned in consequence of a leak; sold 1843.
North Atlantic.	Dec. 14	Sept. 10, 1847	250	90	.....
Pacific Ocean ..	Oct. 24	Apr. 9, 1849	500	1,500	.....	Withdrawn for California 1849.
Northwest	Aug. 29	Apr. 23, 1849	40	3,230	15,000	Do.
Pacific Ocean ..	Nov. 4	Jan. 13, 1849	200	5,300	23,000	Went into California trade 1849; sent home 25,000 pounds bone; sold to New Bedford 1851.
Atlantic	Aug. 26	.....	.....	.....	.....	Put into St. Catharines in distress May, 1847, and was condemned; had taken three barrels blackfish.
N. W. Coast.....	Nov. 29	Apr. 23, 1849	75	3,065	23,000	Added 1846.
do	Aug. 24	Apr. 4, 1849	450	2,300	16,000	
do	Feb. 4	June 5, 1849	160	4,500	19,000	Bought from New York 1845; sent home 19,000 pounds bone.
Pacific Ocean ..	Feb. 1	Mar. 9, 1849	360	.....	.....	Added 1845; formerly a merchantman; withdrawn for California 1849.
Atlantic	June 4	Aug. 21, 1847	250	30	.....	Formerly a schooner; altered to a hermaphrodite brig 1846; sold to Yarmouth 1847.
South Seas.....	Aug. 19	May 1, 1848	400	.....	.....
N. W. Coast.....	July 2	.....	.....	.....	.....	Sent home 6,100 pounds bone; withdrawn at Honolulu for California trade 1848.
Indian Ocean ..	July 14	.....	.....	.....	.....	Lost on Islands of St. Paul's 1847.
South Seas.....	Aug. —	.....	.....	.....	.....	Condemned at Hong Kong 1849.
Indian & N. W.	July 24	Apr. 2, 1849	40	2,760	28,000	
Chili & N. W. ..	June 25	May 16, 1848	70	2,810	29,000	
Indian & N. W.	July 15	May 6, 1849	400	2,000	8,000	
South Atlantic.	June 3	May 15, 1848	250	50	.....
Indian & N. W.	July 2	May 3, 1849	50	1,750	15,000	Sent home 70 barrels 1846; withdrawn 1849.
South Atlantic.	Nov. 4	June 10, 1849	850	.....	.....
Desolation Isld.	Apr. 9	May —, 1848	.....	330	.....
Coast of Chili..	June 4	May 4, 1849	20	800	20,000	
South Seas	July 28	July 19, 1847	50	400	.....
Chili & N. W. ..	June 23	May 5, 1848	25	2,300	20,000	
Falkland Islds	July 23	June 14, 1849	.....	4,000	.....
Desolation Isld	Apr. 9	May 20, 1848	.....	2,600	16,000	
Davis Straits ..	Apr. 8	Sept. 17, 1846	.....	140	.....	Added 1846; resumption of Davis Strait fishery; part of the officers and crew of the McLellan were English.
Indian Ocean ..	Aug. 6	Sept. 2, 1850	830	70	.....
Falkland Islds.	July 23	June 13, 1849	30	Added 1846; withdrawn for California 1849.
N. W. Coast.....	Sept. 15	June 1, 1849	250	2,600	32,000	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1846.				
<i>New London, Conn.—Continued.</i>				
Wm. C. Nye.....	Ship....	389	— Church.....	N. & W. W. Billings...
<i>Stonington, Conn.</i>				
Betsy Williams.....	Ship....	400	Palmer Hall.....	C. P. Williams.....
Caledonia.....	do.....	446	— Barber.....	do.....
Calumet.....	do.....	347	— Skinner.....	do.....
Mercury.....	do.....	305	— Pendleton.....	Pendleton & Trumbull..
Newark.....	do.....	323	B. T. Pendleton.....	John F. Trumbull.....
Tybee.....	do.....	299	— Dukens.....	do.....
<i>Sag Harbor, L. I.</i>				
Ann.....	Ship....	299	— Curry.....	Mulford & Howell.....
Crescent.....	do.....	340	— Westfall.....	Post & Sherry.....
Citizen.....	do.....	464	— Lansing.....	Mulford & Sleight.....
Fanny.....	do.....	391	— Edwards.....	N. & G. Howell.....
Josephine.....	do.....	397	— Hedges.....	Post & Sherry.....
John Wells.....	do.....	356	— French.....	Thomas Brown.....
Nimrod.....	Bark....	290	— Jennings.....	Charles T. Dering.....
Noble.....	do.....	273	— Howes.....	do.....
Portland.....	Ship....	299	— Corwin.....	S. & B. Hunting & Co..
Romulus.....	do.....	233	— Cartwright.....	Ezekiel Mulford.....
Thames.....	do.....	414	James Bishop.....	T. Brown.....
Timor.....	do.....	290	— Edwards.....	Hunting Cooper.....
Wm. Tell.....	do.....	370	— Glover.....	T. Brown.....
<i>Greenport, N. Y.</i>				
Philip 1st.....	Ship....	293	— Case.....	Ireland, Wells & Carpen- ter.
Washington.....	do.....	236	— Corwin.....	Wiggins & Parsons.....
<i>Cold Spring, N. Y.</i>				
Alice.....	Bark....	281	— Woolley.....	John H. Jones.....
Mosmouth.....	do.....	273	— Haley.....	do.....
Richmond.....	Ship....	437	— Winters.....	do.....
<i>Holmes' Hole.</i>				
Pocahontas.....	Ship....	341	— Cottle.....	Thomas Bradley.....
1847.				
<i>New Bedford, Mass.</i>				
Abigail.....	Ship....	310	— Young.....	Pope & Morgan.....
Alto.....	Bark....	236	E. F. Lakeman.....	Richmond & Wood.....
Brighton.....	Ship....	354	— West.....	C. R. Tucker & Co.....
Brainin.....	Bark....	245	— Butte.....	Gideon Allen.....
Barth. Gosnold.....	Ship....	356	— Taber.....	I. Howland, jr., & Co..
Cambria.....	do.....	362	— Harding.....	James Arnold.....
Canton, 2d.....	do.....	280	— Taber.....	C. R. Tucker & Co.....
Corinthian.....	do.....	401	— Armington.....	George Howland.....
Columbus.....	Bark....	313	— Davis.....	William R. Rodman.....
Champion.....	Ship....	336	— Parker.....	J. D. Thompson.....
Draco.....	Bark....	257	J. V. Cox.....	Jona. Bourne, jr.....
Dartmouth.....	Ship....	336	— Osborn.....	I. Howland, jr., & Co..
Draper.....	do.....	291	— Lawton.....	Joseph Dunbar & Co.....
Dragon.....	Bark....	...	S. E. Cook.....	...
Dryade.....	do.....	263	S. C. Fisher.....	S. Thomas & Co.....
Emma.....	do.....	246	— Hussey.....	Rodney French.....
Elizabeth.....	Ship....	339	M. Baker.....	T. & A. R. Nye.....
Endeavour.....	Bark....	252	— Hamblin.....	C. R. Tucker & Co.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Chili & N. W.	Apr. 30	Feb. 10, 1851	Bbls. 90	Bbls. 2,900	Lbs. 25,000	Sold to New Bedford 1851; Captain Church died 1848.
N. W. Coast....	Nov. 11	Feb. 1, 1849	250	2,650	30,000	New 1848.
....do.....	July 3	Apr. 25, 1848	350	2,150	.....	Sent home 40 barrels 1848.
Pacific Ocean	Sept. 29	May 24, 1849	80	2,600	27,000	Withdrawn 1849.
Coast of Chili..	June 10	Mar. 30, 1848	65	2,200	30,000	
N. W. Coast....	Aug. 22	Mar. 11, 1849	40	2,100	12,000	
....do.....	Sept. 14	May 4, 1849	50	2,200	12,000	Sent home 12,000 pounds bone.
Coast of Chili..	Aug. 27	June 10, 1850	40	2,300	7,000	
N. Z. & N. W.	July 28	June 4, 1849	44	2,200	12,000	
Pac. & N. W.	Sept. 19	Feb. 1, 1849	700	2,900	18,000	
Chili & N. W.	Aug. 5	Mar. 10, 1849	80	2,900	14,000	Sold for California 1849.
Pacific Ocean..	Oct. 15	Aug. 23, 1849	60	2,400	.....	Sold to New Bedford 1849; sent home 16,000 pounds bone.
N. W. Coast....	Aug. 12	July 20, 1849	140	2,160	8,000	Sold to New Bedford 1849.
Crozettes	Nov. 11	June 30, 1848	250	600	5,000	
S. A. & Indian.	Aug. 24	June 10, 1848	300	900	8,000	
Chili & N. W.	Aug. 1	July 15, 1848	40	1,650	12,000	Withdrawn for California 1849.
Japan	Sept. 29	.....	.....	.....	.....	Wrecked and condemned at Honolulu, December, 1849; sent home 26,785 pounds bone.
Chili & N. W.	Sept. 3	.....	.....	.....	.....	Captain Bishop came home sick 1848; sold at San Francisco 1849, with 1,800 barrels whale; sent home 14,000 pounds bone.
....do.....	July 28	July 26, 1849	80	1,650	9,000	
Pacific Ocean..	Oct. 7	June 21, 1848	300	1,300	12,000	
N. W. Coast....	July —	May 27, 1848	30	1,270	11,000	
....do.....	Aug. —	June 26, 1848	250	1,600	16,000	
South Seas....	Sept. 3	Apr. 27, 1849	.....	1,900	16,000	
....do.....	Mar. 13	Aug. 8, 1850	.....	1,600	.....	Sent home 300 sperm, 2,432 pounds bone.
N. W. Coast....	July 21	.....	.....	.....	.....	Sent home 99 sperm, 430 whale, 13,500 bone; lost in Behring's Straits 1848 with 3,500 barrels oil. Captain Winters died on passage home.
South Pacific..	Oct. 5	Mar. 21, 1850	400	1,600	16,000	
Pacific Ocean..	Oct. 27	May 29, 1852	381	39	1,300	Sent home 140 sperm.
Indian Ocean..	Sept. 14	Aug. 16, 1851	1,593	.....	.....
....do.....	Aug. 11	May 3, 1850	.....	1,552	19,100	Sent home 2,420 bone
Pacific Ocean..	Nov. 30	July 14, 1851	178	1,554	18,700	
Indian Ocean..	June 28	Apr. 9, 1851	1,796	435	.....	Third mate, John M. Austin, died at sea July, 1850; sent home 75 barrels sperm.
Pacific Ocean..	Jan. 12	Mar. 24, 1851	1,140	1,946	.....	Sent home 9,800 pounds bone.
Indian & Pac.	Oct. 4	Feb. 23, 1851	425	1,095	9,100	
Pacific Ocean..	Oct. 9	Jan. 5, 1851	868	56	.....
....do.....	July 2	Oct. 4, 1850	1,577	.....	.....	Sent home 65 sperm.
Indian & N. W.	Aug. 5	Apr. 8, 1850	307	2,619	23,300	Sent home 46 sperm and 11,000 pounds bone.
Indian & Pac.	Aug. 21	Nov. 30, 1850	1,382	.....	.....
N. W. Coast....	Nov. 16	.....	.....	.....	.....	Returned March 30, 1848; captain sick.
South Seas....	Dec. 20	Apr. 1, 1851	868	235	800	Lost at Cape de Verdes 1847.
Pacific Ocean..	Aug. 19	.....	.....	.....	.....	Sold at San Francisco 1851; sent home 81 sperm.
Indian Ocean..	May 19	Sept. 17, 1851	691	.....	.....	Sent home 52 sperm.
Pacific Ocean..	Oct. 26	June 23, 1851	1,720	323	
Indian Ocean..	July 21	Aug. 3, 1851	630	265	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1847.				
<i>New Bedford, Mass.—Continued.</i>				
Enterprise	Ship	29.	Little	Robert Gibbs
Emerald	do	359	Munkley	J. Dunbar & Co.
Equator	Bark	263	F. H. Mathews	O. & G. O. Crocker ..
Exchange	do	180	Reynolds	Thomas Knowles & Co.
Ferelon	Ship	329	E. P. Mosher	B. B. Howard
Fortune	Bark	291	E. Woodbridge	Gilbert Hatheway
Frances	Ship	348	E. Gardner	J. Arnold
George	do	273	D. Clark	J. A. Parker & Son
Gideon Howland	do	379	William Cash	I. Howland, jr., & Co.
Golconda	do	331	Brush	George Howland
Good Return	do	376	Cook	H. Taber & Co.
Gov. Troup	do	430	Coggeshall	E. C. Jones
Harvest	Bark	263	Thomas Bailey	Swift & Allen
Herald, 2d	Ship	303	Macomber	T. & A. R. Nye
Hercules, 2d	do	290	L. B. Imbert	D. R. Greene & Co
Hope, 2d	do	295	Christian	Wilcox & Richmond
Hope	Bark	186	S. Brayton	William Watkins
Huntress	Ship	391	Shearman	Robert Gibbs
Iris	do	311	William Weeks	E. C. Jones
John Coggeshall	do	338	West	Edward M. Robinson
John Howland	do	377	Leary	J. & J. Howland
John & Edward	do	318	Coggeshall	Wilcox & Richmond
Julian	do	356	Taber	Hathaway & Luce
Junior	do	378	Tinkham	D. R. Greene & Co
Lafayette	do	260	Lawrence	Edw. W. Howland
Le Baron	Bark	170	Chadwick	Lorenzo Pierce
Liverpool	Ship	300	Tripp	Abraham Barker
Logan	do	302	Nickerson	I. Howland, jr., & Co ..
Liverpool, 2d	do	428	West	Thomas Wilcox
Morea	do	330	R. T. Wyatt	B. B. Howard
Maria Theresa	do	330	Swift	T. & A. R. Nye
Mary	do	287	T. J. Corey	I. Howland, jr., & Co ..
Milton	do	388	Smith	H. Taber & Co
Marcella	Bark	210	Worth	C. R. Tucker & Co
Margaret Scott	Ship	307	Luce	R. French
Midas	do	326	D. P. Eldridge	J. B. Wood & Co
Minerva	do	408	Jason Seabury	William Gifford
Minerva	Bark	195	Perry	William O. Brownell
Messenger	Ship	291	A. E. Arthur	J. R. Thornton
Montpelier	do	330	Young	J. R. Thornton
Mootzuma	do	436	Tower	West & Paine
Marcia	do	315	Ellison	E. W. Howland
Olympia	do	296	Woodward	Ashley & Phillips
Olranto	Bark	150	Winslow	Cranston Wilcox
Phoenix	Ship	423	McCleave	John A. Parker
Pioneer	Bark	431	Hathaway	J. D. Thompson
Roscoe	Ship	362	McCleave	Andrew Robeson
Rodman	do	371	Allyne	C. W. Morgan
Roman	do	375	S. Wilbur	E. C. Jones
Roman, 2d	do	350	Blackmer	A. Barker
Sally Anne	do	312	J. B. Brooks	D. R. Greene & Co
St. George	do	408	Hawes	A. Barker
Stephanie	do	315	W. N. Bourne	J. Bourne
Two Brothers	do	288	Jenney	D. R. Greene & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Indian & N. W.	Aug. 2	June 15, 1849	Bbls. 85	Bbls. 1,114	Lbs. 6,000	
Pacific Ocean...	Oct. 27	June 13, 1851	1,518	.....	.....
do	Sept. 4	.....	.....	.....	.....
do	May 4	May 2, 1849	468	4	.....	No report.
Indian & N. W.	Aug. 3	.....	.....	.....	.....	Bought from Warren 1847.
do	Aug. 5	June 6, 1850	.....	2,430	.....	Condemned and sold at St. Catharine's 1848.
Pacific Ocean...	Oct. 4	June 20, 1850	823	.....	.....	Sent home 20,000 pounds bone.
do	Nov. 30	Aug. 1, 1853	1	817	12,400	Captain Gardner returned sick 1846.
Indian & N. W.	July 17	Apr. 8, 1850	180	3,133	34,500	Sent home 404 whale.
Pacific Ocean...	Aug. 25	Apr. 2, 1851	1,148	43	.....	Captain Brush came home sick 1850.
N. W. Coast...	Dec. 9	Jan. 29, 1850	519	2,721	15,600	Sent home 9,979 pounds bone.
Pacific & N. W.	Aug. 26	May 8, 1850	34	3,161	35,700	Sent home 458 barrels sperm and 17,000 pounds bone.
Indian & Pac...	Dec. 4	July 18, 1850	324	1,493	19,700	Added 1847; second mate and boat's crew lost April 22, 1850.
Pacific Ocean...	Nov. 5	May 6, 1851	117	2,471	.....
do	July 27	.....	.....	.....	.....	Lost off Navigator's Islands, April 17, 1850; sent home 166 sperm.
do	Sept. 1	May 8, 1851	745	64	.....
Indian Ocean	Oct. 26	May 9, 1850	1,177	.....	.....
Pac. & N. W.	Oct. 4	May 8, 1850	135	2,675	21,400	Sent home 11,500 pounds bone.
Indian Ocean	June 24	Jan. 2, 1850	1,541	324	1,300	
N. W. Coast...	Nov. 20	June 10, 1850	423	700	9,300	Bought from Newport 1847; Captain West left the ship and went to California; sent to California 1850; sold to Fairhaven 1852.
Pacific Ocean...	Nov. 2	July 21, 1851	1,834	15	.....
Indian Ocean	May 25	Dec. 18, 1850	594	164	.....	Sent home 67 sperm.
do	June 23	May 8, 1851	92	2,530	23,90	Captain Taber left at Honolulu 1850; sent home 2,318 bone.
South Seas...	Dec. 15	Mar. 15, 1850	32	2,518	23,500	
Coast Peru...	Dec. 27	.....	.....	.....	.....	Lost on Gallipagos Islands, June, 1850; oil (600 sperm 200 whale) saved by Nauticon, of Nantucket.
Indian Ocean	Apr. 28	.....	.....	.....	.....	Added 1846 from Newport; lost 1851; sent home 117 sperm; sold 130 sperm at Sydney.
Ind. & N. W.	June 16	June 2, 1850	69	2,062	17,500	Sent home 550 whale, 39,898 pounds bone.
Pacific Ocean...	Nov. 11	May 3, 1851	146	1,056	9,800	
Ind. & N. W.	Oct. 3	Apr. 12, 1851	27	4,043	.....	Sent home 500 whale, 34,793 pounds bone.
N. W. Coast...	Oct. 12	June 12, 1850	40	2,820	24,000	
do	Nov. 26	Mar. 22, 1851	117	2,389	.....	Sent home 82 sperm, 338 whale, 37,300 pounds bone.
Pacific Ocean...	July 21	Apr. 8, 1850	431	772	2,000	
do	Sept. 1	July 15, 1851	2,594	10	.....
Atlant'ic & Ind.	Apr. 5	Apr. 18, 1850	613	.....	.....
N. W. Coast...	Nov. 20	May 13, 1851	70	2,540	18,600	Sent home 16,798 pounds bone.
Pac. & N. W.	Aug. 19	June 3, 1850	161	1,593	.....	Sent home 15,685 pounds bone.
Ind. & N. W.	July 20	Jan. 13, 1850	220	2,656	16,800	Sent home 50 sperm, 20,000 pounds bone.
Pacific Ocean...	June 9	.....	.....	.....	.....	Voyage broken up by crew deserting to California; run as a packet from Valparaiso to San Francisco; sold in California; sent home 51 sperm.
do	July 27	Sept. 8, 1851	1,010	22	.....	Sent home 79 sperm.
Pac. & N. W.	Oct. 9	Apr. 18, 1850	304	2,495	25,400	
do	Aug. 16	Mar. 25, 1851	97	2,943	25,400	Sent home 10,000 pounds bone.
N. W. Coast...	July 29	May 11, 1850	314	2,219	31,900	
Pacific Ocean...	Aug. 19	June 21, 1851	1,140	3	.....	Sent home 90 sperm.
Indian Ocean...	Jan. 17	Apr. 30, 1849	420	.....	.....	Sold to go to California 1849.
Pacific Ocean...	Aug. 3	May 27, 1851	721	1,774	.....	Sent home 97 sperm, 19,420 pounds bone.
Indian Ocean...	June 20	Apr. 26, 1851	103	1,630	27,300	
Pacific Ocean...	Oct. 7	June 2, 1851	1,820	.....	.....	Sent home 90 sperm.
do	Nov. 5	May 10, 1851	276	2,519	26,600	
do	Nov. 18	Aug. 8, 1851	2,333	53	.....
N. W. Coast...	Oct. 20	Apr. 12, 1850	361	2,812	34,500	
Ind. & Pacific...	June 3	Sept. 11, 1850	782	743	.....	Sent home 94 sperm.
Pac. & N. W.	Sept. 9	Apr. 5, 1850	497	2,422	13,500	Sent home 17,026 pounds bone.
Indian Ocean...	Sept. 15	Oct. 23, 1850	229	1,191	6,800	
Ind. & Pacific...	Sept. 1	Mar. 31, 1851	801	903	Sent home 140 sperm, 16,500 pounds bone

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1847.				
<i>New Bedford, Mass.—Continued.</i>				
Virginia.....	Ship.....	346	Manter.....	Hathaway & Luce.....
Washington.....	do.....	344	S. D. Fisher.....	J. Bourne, jr.....
Zephyr.....	do.....	361	Shearman.....	Alex. Gibbs.....
<i>Fairhaven, Mass.</i>				
Albion.....	Ship.....	326	Hathaway.....	E. Sawin.....
Erie.....	do.....	451	Norton.....	Nathan Church.....
Gen. Scott.....	do.....	333	Fisher.....	L. C. Tripp.....
Heroine.....	do.....	337	Thomas Wall.....	N. Church.....
Herald.....	do.....	262	Terry.....	Seth A. Mitchell.....
James Monroe.....	do.....	424	Bowman.....	F. R. Whitwall.....
London Packet.....	do.....	335	Jacob B. Howland.....	Gibbs & Jenney.....
Marcus.....	do.....	288	Osborn.....	Lemuel Tripp.....
Omega.....	do.....	305	Morey.....	N. Church.....
Popgunnet.....	Bark.....	184	Eldridge.....	I. F. Terry.....
Sarah Frances.....	Ship.....	301	Wood.....	E. Sawin.....
Sylph.....	do.....	336	Gardner.....	Edmund Allen.....
William Rotch.....	do.....	290	Kempton.....	Fish & Huttleston.....
<i>Mattapoisett, Mass.</i>				
Cachelot.....	Bark.....	230	Luther.....	Wilson Barstow.....
Helen.....	Brig.....	120	Jenney.....	R. L. Barstow.....
Lagrange.....	Bark.....	170	Dornin.....	E. Willis.....
Solon.....	Brig.....	122	J. W. Bolles.....	Samuel Startevant, jr.....
Willis.....	Bark.....	164	Taber.....	R. L. Barstow.....
<i>Westport, Mass.</i>				
Barclay.....	Bark.....	167	King.....	Alex. H. Corey.....
Champion.....	do.....	209	Gardner.....	Andrew Hicks.....
Dr. Franklin.....	do.....	171	Hazard.....	Job Davis.....
Leonidas.....	Brig.....	122	Cornell.....	John L. Anthony.....
Mattapoisett.....	do.....	150	Briggs.....	Freeman Lawrence.....
Mexico.....	do.....	130	Macomber.....	Gideon Davis.....
Platina.....	Ship.....	266	Gifford.....	Andrew Hicks.....
President.....	Bark.....	167	Worth.....	do.....
Rajah.....	do.....	250	West.....	Henry Wilcox.....
<i>Nantucket, Mass.</i>				
Barclay.....	Ship.....	301	Eben Baker.....	John H. Shaw.....
Constitution.....	do.....	318	Obed Buuker.....	C. G. & H. Coffin.....
Henry Clay.....	do.....	325	Samuel P. Skinner.....	Christopher Wyer.....
Hero.....	do.....	313	Sylvanus Swain.....	Joseph Starbuck.....
Kirkwood.....	Brig.....	201	Charles Alley.....	J. Cook, jr., & Co.....
Mary.....	Ship.....	369	William B. Harris.....	Edward Perry.....
Peru.....	Bark.....	257	Conalder Fisher.....	R. F. Gardner.....
Planter.....	Ship.....	340	Isaac B. Hussey.....	do.....
President.....	do.....	223	Joseph Marshall.....	J. Starbuck.....
Rambler.....	do.....	318	James H. Haughton.....	F. C. Sanford.....
Spartan.....	do.....	333	Crom. Morselander.....	Daniel Jones.....
Two Brothers.....	Schooner.....	70	Carry.....	J. Cook, jr., & Co.....
Washington.....	Ship.....	308	Stephen Bailey.....	do.....
<i>Edgartown, Mass.</i>				
Almira.....	Ship.....	362	Coffin.....	Abm. Osborne.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	Aug. 18	Aug. 6, 1851	Bbls. 1,589	Bbls. 125	Lbs.	First mate, Mr. Luce, died at Callao, May, 1849.
Pac. & N. W. ..	Oct. 12	May 28, 1850	348	1,790	1,400	Sent home 15,000 pounds bone.
Ind. & Pacific.	Oct. 21	June 1, 1851	719	194	1,800	
Indian Ocean ..	Aug. 30	Mar. 27, 1851	300	1,300	20,000	Sent home 116 sperm, 22,500 pounds bone. Sent home 8 casks sperm. Sent home 434 sperm, 16,000 bone. Sent home 37 whale, 25,497 bone; shipped oil to London; sold at Honolulu, March, 1854. Sold at San Francisco 1849. Condemned at Sydney 1850; refitted and sailed whaling from there.
Ind. & N. W.	Sept. 1	Apr. 11, 1850	150	3,200	21,000	
Pacific Ocean ..	July 14	May 8, 1851	727	1,352	18,600	
do ..	Nov. 18	May 28, 1851	.....	2,683	.....
Indian Ocean ..	Nov. 11	Crew all deserted save one in California; added 1847, from Sippican.
Pacific Ocean ..	Oct. 30	.....	.....	.....	.....
South Seas ..	Oct. 11	Added 1847; sent home 1,474 sperm. Bought from New Bedford, 1847.
Pacific Ocean ..	Oct. 14	Sept. 1, 1850	700	800	.....
Ind. & Pacific.	Jan. 6	July 6, 1850	600	1,600	33,000	No report. Added 1847. Sent home 6,414 pounds bone. Sold to Westport 1849.
Pacific Ocean ..	Nov. 26	.....	.....	.....	.....
do ..	Dec. 22	.....	.....	.....	.....
do ..	July 8	May 22, 1850	30	400	4,000	
do ..	Sept. 30	Aug. 18, 1851	748	577	10,800	Sent home 131 sperm.
Pacific Ocean ..	Aug. 4	Sept. 2, 1851	.....	.....	.....
Atlantic ..	June 8	Sept. 30, 1847	97	.....	.....
Pacific Ocean ..	Feb. 5	Apr. 6, 1849	230	.....	.....
Atlantic ..	Dec. 21	July 29, 1849	80	Sailed from Fall River 1847; sold to Westport, 1848. Bought from Mattapoisett
do ..	Dec. 4	Sept. 29, 1848	500	.....	.....
Atlantic ..	May 27	Dec. 31, 1848	450	.....	.....
Atl. & Pacific.	Jan. 22	Nov. 7, 1848	300	50	.....
Indian Ocean ..	June 24	Feb. 2, 1849	700	Added 1847.
Atlantic ..	Nov. 5	May 10, 1850	400	.....	.....
do ..	Apr. 15	Dec. 10, 1848	200	.....	.....
do ..	Mar. —	June 21, 1848	300	.....	.....
Pacific Ocean ..	July 29	May 28, 1850	600	275	Mr. Prince, third mate, died at sea; sold and sent home about 50 barrels. Condemned at Rio Janeiro. Sold 50 barrels sperm. Bought from Baltimore 1847; built 1843; third mate killed 1849; Captain Alley died at Panama, and the brig was sold there. Sold 30 barrels sperm. Sold 60 barrels blackfish. Sent home 8 casks sperm; Captain Hussey shipped on board brig Wm. Penn, of San Francisco, and was killed in a mutiny November 6, 1852. Got ashore on Gallapagos Islands and came home damaged. Sold 125 barrels sperm; second mate killed by a whale December, 1847. Returned to Edgartown, damaged in gale, and refitted. Returned in consequence of illness of captain. Condemned at Oahu in 1849.
Atlantic ..	Nov. 18	Oct. —, 1848	75	.....	.....
Ind. & Pacific.	Oct. 30	June 10, 1851	224	1,702	14,400	
Pacific Ocean ..	Oct. 29	Oct. 15, 1851	1,150	.....	.....
do ..	Sept. 5	Apr. 23, 1852	555	90	Sold 60 barrels sperm. Bought from Baltimore 1847; built 1843; third mate killed 1849; Captain Alley died at Panama, and the brig was sold there. Sold 30 barrels sperm. Sold 60 barrels blackfish. Sent home 8 casks sperm; Captain Hussey shipped on board brig Wm. Penn, of San Francisco, and was killed in a mutiny November 6, 1852. Got ashore on Gallapagos Islands and came home damaged. Sold 125 barrels sperm; second mate killed by a whale December, 1847. Returned to Edgartown, damaged in gale, and refitted. Returned in consequence of illness of captain. Condemned at Oahu in 1849.
do ..	Oct. 27	.....	.....	.....	.....
do ..	Apr. 2	July 7, 1851	852	.....	.....
do ..	Oct. 19	.....	.....	.....	.....
do ..	Oct. 17	Sept. 21, 1851	717	30	Returned to Edgartown, damaged in gale, and refitted. Returned in consequence of illness of captain. Condemned at Oahu in 1849.
do ..	Aug. 21	Dec. 27, 1850	750	150	.....
do ..	July 5	July 12, 1851	1,095	530	.....
do ..	Sept. 1	Dec. 9, 1850	1,369	20	.....
do ..	Dec. 5	July 28, 1851	1,837	8	Returned to Edgartown, damaged in gale, and refitted. Returned in consequence of illness of captain. Condemned at Oahu in 1849.
do ..	Oct. 6	June 21, 1851	868	.....	.....
do ..	Nov. 21	Nov. 15, 1847	50	.....	.....
South Atlantic	June 19	.....	.....	.....	.....
Pacific Ocean ..	Oct. 30	Returned to Edgartown, damaged in gale, and refitted. Returned in consequence of illness of captain. Condemned at Oahu in 1849.
Pacific Ocean ..	July 29	Mar. 22, 1851	1,000	1,500	18,000	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1847.				
<i>Edgartown, Mass.—Continued.</i>				
Vineyard	Ship	391	Coon	Benjamin Worth
Vesta	Brig	151	Mayhew	do
<i>Holmes's Hole, Mass.</i>				
Malta	Bark	130	Cromwell	Thomas Barrows
Ocmulgee	Ship	435	Master	Thomas Bradley
<i>Provincetown, Mass.</i>				
Belle Isle	Schooner	104	Cook	Parker Cook
Cadmus	Brig	130	Nickerson	Samuel Super
Council	Schooner	100	Genn	Howe & Lord
Edwin	do	100	Nickerson	R. L. Thatcher
Fairy	Bark	186	Cook	Ebenezer Cook
John Adams	Schooner	110	Turner	R. L. Thatcher
Louisa	do	95	.....	Samuel Cook
Rienzi	do	115	Young	A. Cook
Samuel Cook	Brig	140	.....	.....
<i>Wareham, Mass.</i>				
G. Washington	Ship	374	Gibbs	S. C. Gibbs
<i>Fall River, Mass.</i>				
Leonidas	Brig	198	Cornell	Nathan Durfee
<i>Providence, R. I.</i>				
Cassander	Ship	299	Winalow	Nathaniel F. Potter
<i>Warren, R. I.</i>				
Richmond	Bark	343	E. A. Swift	Pearce & Bullock
Boy	Ship	252	Obed Luce	John R. Wheaton
Franklin	Bark	240	Barton	Samuel Barton
Warren	Ship	353	Evans	Joseph Smith
<i>Yarmouth, Mass.</i>				
March	Brig	90	Wood	Silas Baker
<i>Mystic, Conn.</i>				
Antarctic	Ship .....	.....	Kenney .....	.....
Alibree	Bark	378	Hull	I. & W. P. Randall
Congress	do	280	Taylor	do
Coriolanus	Ship	268	Maginly	Charles Mallory
Leander	Bark	213	Brerieton	do
<i>Cold Spring, N. Y.</i>				
Huntsville	Ship	523	Smith	John H. Jones
<i>New London, Conn.</i>				
Alert	Ship	392	Green	Williams & Haven
Atlas	Schooner	81	Lyons	Perkins & Smith
Blk. Warrior	Bark	231	Babcock	Williams & Haven
Bengal	Ship	304	Hempsted	Thomas Fitch, 2d
Chas. Carroll	do	412	Long	Perkins & Smith
Candace	do	310	Hempsted	Williams & Haven
Corinthian	do	505	Slate	Perkins & Smith

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Oct. 30	May 7, 1850	2,000	150	.....	Sent home 95 sperm; withdrawn 1848.
Atlantic	Apr. 12	Oct. 6, 1848	300	.....	.....
Pacific Ocean ..	Sept. 2	Apr. 8, 1850	90	.....	.....
N. W. Coast....	Sept. 2	Apr. 21, 1850	60	3,000	30,000	
North Atlantic	Feb. 11	Aug. 26, 1847	300	.....	.....	Sailed again September 6, 1847, for Straits Belle Isle; returned July 4, 1848, with 90 barrels sperm. Withdrawn 1848
Atlantic	Feb. 1	Sept. 24, 1847	24	.....	.....
North Atlantic.	Mar. 13	July 14, 1847	120	8	.....
Atlantic .....	.....	May —, 1848	14	.....	.....
do .....	.....	Oct. 12, 1848	415	.....	.....
do	Apr. 13	Oct. 23, 1847	100	60	.....
do	Mar. 28	Oct. 23, 1847	111	.....	.....
do	Feb. 17	Aug. 15, 1847	210	10	.....
do	Apr. 1	May 13, 1848	200	10	.....
do .....	.....	.....	.....	.....	.....
N. W. Coast....	Nov. 17	Mar. 17, 1850	200	2,500	34,000	Lost 100 barrels whale in a heavy gale on the passage home.
Atlantic	Nov. 5	.....	.....	.....	.....	Sold to Westport 1848, and returned to that port.
Pacific Ocean ..	Nov. 16	.....	.....	.....	.....	Burned at sea June 10, 1848. Crew landed at St. Martha Grande after being 10 days in their boats without provisions, during which time two died; sent home 1,500 pounds bone.
N. W. Coast....	July 10	Feb. 11, 1850	6	3,400	30,000	Sold for California 1850; sent home 99 sperm, 14,000 bone.
Pacific Ocean ..	Dec. 19	July 31, 1852	205	.....	.....	Captain Luce and 5 men massacred by natives of Mackill's Island January, 1851; sold to Bristol for Cuba trade, 1852; sold to Boston 1853; shipped oil to London.
do	Dec. 23	June 26, 1848	900	300	.....	Withdrawn 1852.
N. W. Coast....	Nov. 29	May 2, 1851	16	2,750	39,100	
Atlantic	Oct. 23	Aug. 21, 1847	250	30	.....	Bought from Barnstable 1847; sailed again October 23, 1847, and arrived at New Bedford October 21, 1848, with 30 barrels sperm.
do	Aug. 16	.....	.....	.....	.....	Lost at Fayal September 23, 1847.
N. W. Coast ..	June 24	Apr. 25, 1849	300	3,000	30,000	Thomas White, second mate, died September 30, 1849.
Indian Ocean ..	July 1	July 27, 1849	.....	800	7,000	
Crozettes	Sept. 6	July 7, 1849	2	1,677	13,000	
do	Sept. 29	Mar. 29, 1850	250	500	4,000	
South Pacific..	Sept. 30	Apr. 21, 1849	.....	4,200	50,000	
Indian and N.W.	Aug. 3	Feb. 15, 1850	8	3,400	4,000	Sent home 52 sperm, 18,680 pounds bone.
Desolation Isd.	Aug. 11	May 2, 1849	.....	200	.....	Added 1847.
Indian Ocean ..	June 2	Aug. 20, 1849	1	1,600	.....	Sent home 9 casks sperm, 14,500 pounds bone.
do	June 2	Mar. 16, 1850	.....	2,300	25,000	Sent home 11,000 pounds bone.
Desolation Isd.	July 21	June 3, 1849	.....	3,600	.....	Withdrawn for California 1849.
Indian Ocean ..	July 13	Apr. 27, 1849	.....	2,100	31,000	Bought from Bristol 1847.
Desolation Isd.	Sept. 23	June 26, 1849	.....	3,700	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1847.				
<i>New London, Conn.—Continued.</i>				
Dromo	Ship	300	Steele	T. Fitch, 2d
Electra	do	347	Brown	Williams & Barnes
Friends	do	403	Howard	Benjamin Brown
Franklin	Schooner	119	Norie	Perkins & Smith
Geo. & Mary	Ship	356	Middleton	Lyman Allen
Hibernia	do	551	Smith	T. Fitch, 2d
H'y Thompson	do	315	Holm	Frink, Chew & Co
India	do	433	Miller	Williams & Haven
Indian Chief	do	401	Bailey	Frink, Chew & Co
Jefferson	do	396	Gray	William P. Benjamin
John & Elizabeth	do	296	Chappell	Williams & Haven
Julius Cæsar	do	347	Morgan	Stoddard & Learned
Lark	Bark	287	Kelley	Perkins & Smith
Mogul	Ship	395	Huntley	Williams & Barnes
McLellan	do	376	Perkins	Perkins & Smith
Merrimack	do	414	Destin	Williams & Haven
Neptune	do	285	Holt	do
N. America	Bark	387	Bolles	do
Pembroke	do	197	Potter	Miles, Lawrence & Co
Tenedos	do	247	Comstock	Joseph Lawrence
Venice	do	35	Harris	Weaver, Rogers & Co
<i>Stonington, Conn.</i>				
Charles Phelps	Ship	365	Burch	Charles P. Williams
Eugene	do	297	Brown	do
Mary & Susan	do	392	Pendleton	do
Newburyport	do	341	Lester	Pendleton & Trumbull
United States	do	244	Barnum	John F. Trumbull
<i>Sag Harbor, N. Y.</i>				
Acaeta	Bark	286	Harlow	John Budd
Arabella	Ship	367	Ludlow	N. & G. Howell
Cadmus	Bark	307	Smith	Mulford & Slight
Concordia	do	265	Hedges	Thomas Brown
Franklin	Ship	391	Mercator Cooper	Hunting Cooper
Gem	Bark	326	Worth	do
Illinois	Ship	413	Jaggard	John Budd
Jefferson	do	433	Smith	T. Brown
Levant	do	382	Lowen	Tiffany & Halsey
Marcus	Bark	285	Babcock	N. & G. Howell
Ontario	Ship	367	Brown	S. & B. Hunting & Co
Panama	do	467	Hallock	N. & G. Howell
Phoenix	do	314	Green	Cook & Green
Superior	Bark	275	Royce	Post & Sherry
Tuscany	Ship	289	S. W. Edwards	John Budd
<i>Greenport, N. Y.</i>				
Caroline	Ship	252	Babcock	Ireland, Wells & Carpenter
Italy	do	290	Weld	David G. Floyd
Luoy Ann	do	300	Brown	Wiggins, Parsons & Cook
Neva	do	362	Case	Ireland, Wells & Carpenter
Roanoke	Bark	252	Baldwin	Wiggins & Parsons

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
N. W. Coast ...	Oct. 9	May 31, 1850	.....	1, 600	3, 500	Sent home 11,500 pounds bone.
Indian and N. W.	July 20	Mar. 23, 1850	.....	2, 300	23, 000	Sent home 1,100 whale, 18,500 pounds bone.
Pacific Ocean ...	July 14	May 7, 1849	.....	2, 300	3, 000	Sent home 141 sperm, 18,630 pounds bone.
Crozettes ...	Aug. 24	Aug. —, 1849	.....	25	.....
Indian and N. W.	Aug. 14	Apr. 8, 1850	130	2, 250	16, 000	
Patagonia ...	Nov. 5	.....	.....	.....	.....	Sold to New Bedford 1849; no report.
Indian and N. W.	July 31	June 16, 1850	100	2, 300	.....	Sent home 23,500 pounds bone.
do	June 23	Mar. 29, 1850	200	4, 000	25, 000	Sent home 27,900 bone.
N. W. Coast ...	Nov. 18	Feb. 15, 1851	75	3, 100	18, 000	Sailed October 21; was damaged by a gale on the 26th and returned; sailed again 18th November; sent home 17,500 pounds bone.
Indian and N. W.	Aug. 19	Mar. 31, 1849	.....	2, 700	27, 000	Sent home 85 sperm.
do	July 7	May 7, 1850	150	3, 000	18, 000	Sent home 7 casks sperm.
Indian Ocean ...	Aug. 12	June 13, 1849	50	2, 200	18, 000	
do	Oct. 9	June 16, 1850	450	1, 700	14, 000	Bought from New York 1847.
Indian and N. W.	June 7	May 8, 1851	83	3, 732	24, 500	Sent home 19,350 pounds bone.
Davis Straits ...	Mar. 5	Oct. 5, 1847	.....	1, 111	15, 000	Brought 845 seal-skins.
N. W. Coast ...	Oct. 9	.....	50	3, 300	23, 000	
Indian Ocean ...	July 21	Jan. 28, 1850	100	2, 000	10, 000	Sent home 13,000 bone.
Chili and N. W.	Aug. 11	Mar. 23, 1849	70	2, 600	26, 000	
Indian Ocean ...	July 14	.....	.....	.....	.....	Lost 1851.
Indian and Pac.	Aug. 12	June 21, 1850	16	1, 500	3, 000	Sent home 100 sperm, 9,800 bone
Indian and N. W.	June 15	May 13, 1849	50	2, 600	18, 000	Sent home 10,500 pounds bone.
do	June 12	Jan. 13, 1850	270	2, 700	33, 000	
Chili and N. W.	July 12	Apr. 7, 1850	100	2, 300	25, 000	Sent home 15 casks sperm.
N. W. Coast ...	Oct. 23	Mar. 23, 1850	40	2, 200	45, 000	
Indian and N. W.	Sept. 14	Apr. 18, 1850	.....	2, 700	34, 000	
Atlantic and In.	Dec. 4	May 3, 1849	.....	2, 075	1, 200	
Indian Ocean ...	Oct. 14	Aug. 22, 1849	155	535	4, 000	Withdrawn 1850; returned in consequence of the illness of Captain Harlow; second mate killed by a whale December, 1847.
Pacific Ocean ...	Aug. 10	July 9, 1849	50	2, 000	10, 500	Sold to New Bedford 1849.
Indian Ocean ...	Sept. 30	June 24, 1849	80	1, 720	9, 000	Sent home 4,000 pounds bone.
South Atlantic.	July 13	July 9, 1849	330	600	5, 500	Sent home 39 sperm.
N. W. Coast ...	July 21	.....	.....	.....	.....	Lost on coast of Brazil June 7, 1850; had 3,300 whale; saved about 2,300; sent home 60 sperm.
do	Oct. 9	.....	.....	.....	.....	Totally lost with her cargo near Suvarrow Island December, 1846; had 170 sperm, 2,800 whale, 27,000 bone.
do	Oct. 29	Mar. 31, 1850	60	2, 800	14, 000	Sent home 13,562 pounds bone; sold to New Bedford 1850.
do	July 29	May 28, 1850	.....	3, 200	9, 000	Sent home 25,193 pounds bone.
do	Oct. 13	Mar. 26, 1851	.....	3, 500	8, 000	Sent home 7,500 pounds bone.
South Atlantic.	July 21	.....	.....	.....	.....	Condemned at Honolulu November, 1850.
N. W. Coast ...	Oct. 11	Feb. 5, 1850	.....	3, 000	10, 000	Sold to New Bedford 1850.
do	Sept. 15	Mar. 25, 1850	.....	3, 800	30, 000	Withdrawn 1850; condemned at Valparaiso 1851.
do	Oct. 22	May 31, 1849	80	2, 400	20, 000	Sold to Boston 1849.
South Atlantic	July 14	May 5, 1849	.....	1, 700	.....	Sent home 22,236 pounds bone.
Indian Ocean ...	Aug. 12	Apr. 22, 1851	56	2, 788	17, 400	Sent home 96 sperm, 21,750 pounds bone; Captain Edwards died October 29, 1849.
Indian Ocean ...	Dec. 4	June 4, 1850	500	200	6, 000	George Babcock, first mate, died September 18, 1849.
N. W. Coast ...	Aug. 17	Apr. 7, 1849	200	2, 400	30, 000	Sent home 53 sperm.
do	Aug. 21	July 8, 1849	120	2, 200	22, 000	Sent home 20,280 pounds bone; sailed 1849, and was condemned at Rio Janeiro 1850.
do	Aug. 17	May 3, 1851	88	2, 783	25, 700	Sent home 32 sperm, 12,000 bone.
do	Aug. 25	July 12, 1849	250	350	3, 000	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1848.				
<i>New Bedford, Mass.</i>				
Abm. H. Howland	Ship	414	— Fisher	Abm. H. Howland
Abm. Barker	do	406	A. R. Barker	Abm. Barker
Addison	do	421	— Lawrence	Isaac B. Richmond
Alexander	do	421	— Black	J. A. Parker
America	do	418	— Adams	I. Howland, jr., & Co. ..
America	Bark	257	— Tucker	C. R. Tucker & Co. ..
Archer	Ship	32	— Smith	Edward W. Howland ..
Arnold	do	350	R. Wood	J. B. Wood & Co. ..
Brunswick	do	29	— Johnson	Barton Ricketson
Chandler Price	do	44	— Taber	Pope & Morgan
Copia	do	31	— Taber	Lemuel Kellock
Condor	do	34	J. Allen	Pope & Morgan
Cornelia	Bark	210	— Devoll	L. Kellock
Charleston Packet	do	184	— Lewis	Thomas Knowles & Co. ..
Chili	Ship	291	— Dexter	B. B. Howard
Cowper	do	31	— Cole	do
Dartmouth	do	336	— Pierce	I. Howland, jr. & Co. ..
Dunbarton	Bark	19	M. Mayhew	I. B. Richmond
Envoy	do	39	W. T. Walker	William C. Brownell ..
Emigrant	do	18	Bartholomew West ..	Russell Maxfield
Florida	Ship	336	— Weeks	E. C. Jones
Frances Henrietta	do	40	— Clough	Samuel W. Rodman
George and Susan	do	35	— Wight	George Howland
George Porter	Bark	28	— Ellis	William Watkins
Geo. Washington	do	242	— Baker	Charles Hitch
Gratitude	Ship	337	P. S. Wilcox	Swift & Allen
Hector	do	386	Peter Smith	William J. Rotch
Henry Kneeland	do	304	G. H. Clark	B. B. Howard
Hydaspe	do	31	— Tallman	J. B. Wood & Co. ..
India	do	36	— Swift	A. H. Howland
Inga	Brig	16	— Barnes	Ingalls & Lucas
Isaac Howland	Ship	39	— West	I. Howland, jr., & Co. ..
Isabella	do	411	— Brayton	L. P. Ashmead
James Allen	do	35	— Smith	Gideon Allen
Java	do	27	— Stanton	George Howland
James	do	321	— Cornell	T. & A. R. Nye
James Maury	do	39	— Whelden	Charles R. Tucker & Co
Jeannette	do	34	— West	I. B. Richmond
John	do	30	— Anderson	Frederick Parker
Kutusoff	do	415	— Slocum	J. Dunbar & Co. ..
Lancaster	do	385	— Almy	T. & A. R. Nye
London Packet	do	280		A. H. Howland

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Kamschatka...	Aug. 9	Mar. 19, 1851	Bbls. 137	Bbls. 3, 324	Lbs. 37, 300	Sent home 200 barrels oil and 6,197 pounds bone.
Ind. and Pacific	July 1	June 11, 1850	45	2, 809	.....
Pacific Ocean...	Aug. 17	June 10, 1850	1, 963	95	.....
Ind. and Pacific	May 23	Mar. 25, 1851	26	2, 767	13, 200	Captain Black died at sea November 25, 1848. Sent home 307 barrels oil and about 13,500 pounds bone.
N. W. Coast...	Oct. 23	Apr. 26, 1851	430	3, 690	56, 400	
Pacific Ocean...	Feb. 9	May 28, 1851	297	1, 002	9, 000	
....do.....	May 17	May 1, 1850	2, 133	.....	.....	Sent home 160 sperm.
....do.....	July 1	Mar. 19, 1850	1, 910	67	.....
South Seas...	Nov. 17	May 9, 1851	186	1, 950	30, 000	Sold to Dartmouth 1851.
N. W. Coast...	July 3	Jan. 14, 1851	254	3, 662	21, 700	Sent home 34,233 pounds bone.
....do.....	July 3	June 2, 1850	125	585	8, 700	Captain Taber came home in the Julian 1851; sent home 2,056 whale, 18,700 bone.
Ind. and Pacific	June 23	May 3, 1850	70	2, 628	39, 500	
Indian Ocean...	Sept. 11	July 18, 1850	920	.....	.....
....do.....	Aug. 3	Dec. 11, 1850	434	.....	.....
Ind. and Pacific	Aug. 31	Apr. 9, 1850	No	oil.	.....	Sent home 400 whale.
N. W. Coast...	Nov. 11	Mar. 23, 1851	196	3, 637	25, 800	Sent home 29,600 pounds bone.
....do.....	June 1	Mar. 21, 1851	.....	3, 047	25, 400	Sailed early in season; went as far as Pernambuco and returned; captain sick; shipped to London from Hong-Kong 180 sperm, 11,600 pounds bone.
Pacific Ocean...	Sept. 5	June 24, 1850	261	.....	.....	Bought from Mattapoisett 1848.
N. W. Coast...	July 12	.....	.....	.....	.....	Bought from Providence 1847; built 1826; sold at San Francisco 1851; took on voyage 5,300 whale, 75,000 pounds bone.
Indian Ocean...	June 1	.....	.....	.....	.....	Bought from Bristol 1848; found in 1849 bottom up; crew never heard from; sent home 20 sperm.
....do.....	Nov. 7	Dec. 21, 1850	990	550	3, 000	
N. W. Coast...	Aug. 29	Jan. 17, 1851	304	2, 814	19, 200	Sent home 21,583 pounds bone.
Pacific Ocean...	Oct. 26	May 11, 1850	943	1, 036	17, 300	
Indian Ocean...	Mar. 29	.....	.....	.....	.....	Wrecked and condemned at Mahe 1850; oil (700 sperm) sent home.
....do.....	June 21	June 30, 1851	928	.....	.....	Enlarged 1848; built at New Bedford 1832.
South Seas...	Dec. 5	May 6, 1851	171	2, 829	37, 600	
Ind. and Pacific	June 13	Aug. 9, 1850	2, 278	.....	.....	Dropped anchor but four times on voyage.
....do.....	July 19	May 4, 1851	.....	2, 626	29, 000	Sent home 36 sperm.
Pacific Ocean...	Dec. 13	Mar. 17, 1850	1, 365	.....	.....
N. W. Coast...	Aug. 9	May 9, 1851	76	3, 272	.....	Sent home 273 sperm, 1,015 whale, 76,500 pounds bone.
Indian Ocean...	May 9	.....	.....	.....	.....	Added 1848; cut off at Pleasant Island December, 1852. Captain Barnes and most of the crew murdered by the natives.
N. W. Coast...	June 30	Mar. 26, 1851	97	3, 240	.....	Sold 150 sperm at Hobart Town.
Pacific Ocean...	Sept. 13	.....	.....	.....	.....	Shipped 180 sperm, 600 whale, to London, from Hong-Kong. Sent home 37,417 pounds bone.
N. W. Coast...	Dec. 28	Feb. 17, 1851	130	3, 025	1, 800	Lost on island of Chiloe January 31, 1850; Captain Brayton died immediately after the wreck.
Pacific Ocean...	Aug. 22	Mar. 6, 1850	554	114	2, 100	Sold 100 whale at Lahaina; sent home 44,000 bone.
....do.....	Aug. 23	Aug. 1, 1851	55	1, 876	.....	First mate, Nathan Manter, killed by a whale December 4, 1850.
N. W. Coast...	Nov. 1	June 25, 1851	85	1, 924	26, 500	Sent home on the voyage 500 sperm, 27,000 pounds bone.
....do.....	Nov. 7	Oct. 14, 1850	214	2, 707	.....	Sold 1,600 barrels whale at Bahia, and took part load of sugar for New York; sent home 450 bone.
Pacific Ocean...	Sept. 28	Nov. 4, 1851	900	1, 330	.....
N. W. Coast...	July 6	May 7, 1851	168	3, 035	34, 600	Sent home 28,407 bone.
Indian Ocean...	Nov. 2	Mar. 15, 1851	368	2, 168	25, 550	Sailed early in year under Captain Cornell; returned September 30. Captain badly injured by a man falling from aloft and striking him on the back.
.....	Lost at sea near Cape de Verdes January 28, 1849; four of the crew lost.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1848.				
<i>New Bedford, Mass.—Continued.</i>				
Lalla-Rookh	Ship ...	323	— Gardner	J. A. Parker & Son
L. C. Richmond	do ...	341	C. S. Norton	J. B. Wood & Co.
Marengo	do ...	420	— Devoll	Jona. Bourne, jr.
Mobile	do ...	263	George B. Long	E. C. Jones
Majestic	do ...	297	— Hall	Thomas & Dow
Mars	Bark	270	— Borden	C. R. Tucker & Co.
Metacom	Ship	360	— Shockley	J. B. Wood & Co.
Menkar	do ...	371	— Norton	Philip Anthony
Mexican	do ...	224	— Cadworth	C. R. Tucker & Co.
Minerva Smyth	do ...	335	— Childs	I. Howland, jr., & Co.
Mercury	do ...	340	— West	do
Massachusetts	do ...	364	— Chase	O. & G. O. Crocker
Minerva, 2d	do ...	291	O. Smalley	T. Knowles & Co.
Niger	do ...	437	— Gray	Hathaway & Luce
New Bedford	do ...	351	— Hamblin	I. Howland, jr., & Co.
Nimrod	do ...	340	— Sherman	B. Ricketson
Nye	do ...	211	— Francis	T. & A. R. Nye
Navy	do ...	356	— Norton	J. B. Wood & Co.
Ohio	do ...	383	— Norton	E. W. Howland
Orosimbo	do ...	588	— Bartlett	B. Ricketson
Pacific	do ...	385	— Hoxie	J. Perry
Ploughboy	do ...	391	— Phelon	O. N. Swift
Parachute	do ...	331	— Fisher	B. B. Howard
Rhine	Bark	174	— Downs	E. C. Jones
Sappho	do ...	320	— Cushman	O. & E. W. Seabury
Seine	Ship	281	Frederick Slocum	R. French
Statira	Bark	346	— Coon	Hathaway & Luce
South Carolina	Ship	302	— Corey	J. D. Thompson
Valparaiso	Bark	402	— Cleveland	Hathaway & Luce
William and Eliza	Ship	321	— Allen	Henry Taber & Co.
W. Hamilton	do ...	463	H. Shockley	I. Howland, jr., & Co.
<i>Fairhaven, Mass.</i>				
Acushnet	Ship	359	— Bradley	Bradford, Fuller & Co.
Adeline Gibbs	do ...	354	— Weeks	Gibbs & Jenney
Amazon	do ...	318	— Daggett	Nathan Church
Bruce	Bark	148	— Fuller	M. O. Bradford
Clifford Wayae	Ship	303	— Wady	E. Sawin
Heeper	Bark	263	— Slocum	Jenney & Tripp
Jos. Maxwell	Ship	302	E. T. Howland	F. R. Whitwell
Kingston	do ...	312	— Luscomb	N. Church
Lydia	do ...	353	— Worth	Sheffield Reed
Martha	do ...	298	— Skinner	N. Church
Martha, 2d	do ...	301	— Stewart	Atkins Adams
Philo Dolanoy	do ...	383	— Morse	Warren Delano
Sharon	do ...	354	— Bouney	Gibbs & Jonney
South Boston	do ...	339	— Sowle	E. Sawin
<i>Falmouth, Mass.</i>				
Awashonks	Ship	342	— Smith	Oliver C. Swift
Hobomok	do ...	414	Roland R. Jones	Elijah Swift
<i>Mattapoisett, Mass.</i>				
America	Brig	148	— Lambert	R. L. Barstow
Annawan	do ...	153	— Taber	Seth Freeman
Helen	do ...	120	— Cushing	R. L. Barstow
Sarah	Ship	370	— Purrington	Joseph Meigs
Sarah	Bark	171	— Mayhew	Wilson Barstow

sailing from American ports—Continued.

Whaling-ground.	Date.		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Sept. 21	.....	.....	1, 533	.....	First mate, Mr. McNulty, drowned at Tahiti August, 1850. Shipped 800 sperm to London from Hobart Town. Lost.
....do	July 15	Mar. 26, 1851	775	1, 814	26, 400	Sent home 120 whale.
N. W. Coast...	Aug. 1	May 16, 1851	158	4, 080	.....	Sent home 150 sperm, 290 whale, 15,480 pounds bone.
.....	.....	.....	.....	.....	.....	Lost at sea September 23, 1848; Captain Long, first mate, and eight men, washed overboard and drowned.
N. W. Coast....	Nov. 1	Apr. 25, 1851	55	2, 618	30, 400	Sent home 400 whale, 18,256 pounds bone.
Pacific Ocean ..	Aug. 27	Mar. 16, 1850	912	61	.....
Pac. and N. W.	July 15	Apr. 24, 1850	293	1, 974	.....
....do	Sept. 5	May 8, 1851	.....	2, 320	32, 900	
Atlantic	May 31	.....	.....	.....	.....	Bought from New York 1848; lost in Arctic 1851. Sent home 55 sperm.
Pacific Ocean ..	Oct. 5	Apr. 18, 1852	639	73	2, 100	
....do	June 1	Sept. 1, 1852	1, 350	70	.....
....do	Aug. 17	Sept. 1, 1851	673	.....	.....	Fourth mate, William Henson, killed by a whale August 28, 1849.
Pac. and N. W.	June 26	Apr. 23, 1851	914	1, 562	18, 000	
Pacific Ocean ..	June 21	June 8, 1852	1, 687	310	.....	Captain Gray left ship 1851, sick.
....do	May 27	Sept. 2, 1850	506	246	.....	Sent home 70 sperm.
....do	Sept. 29	July 1, 1851	46	2, 579	.....	Sent home 250 sperm, 33,000 pounds bone.
Atlantic	Sept. 11	Feb. 7, 1850	1, 315	12	.....	Sent home 214 sperm.
N. W. Coast....	Aug. 10	Mar. 21, 1851	217	2, 903	29, 900	Sent home 20,880 pounds bone.
....do	Oct. 18	Mar. 31, 1851	184	2, 906	.....	Sent home 275 whale, 22,736 pounds bone.
....do	Nov. 28	Mar. 22, 1851	96	4, 199	.....	Sold 600 whale at Lahaina; sent home 22,590 bone.
Pacific Ocean ..	Nov. 11	July 22, 1852	367	3	400	Sold 140 sperm at Maui.
....do	June 16	.....	.....	.....	.....	Lost near Tombex 1849; saved 200 barrels of oil.
....do	June 8	Mar. 30, 1851	.....	2, 571	31, 400	Sent home 59 sperm.
....do	July 16	.....	.....	.....	.....	Sold 180 sperm at Valparaiso. No report.
....do	July 21	Jan. 17, 1852	1, 077	860	.....	Bought from Salem 1848.
Indian and Pac	June 6	Mar. 15, 1850	69	1, 971	19, 000	
Pacific Ocean ..	Nov. 28	Mar. 17, 1853	1, 948	34	.....
Indian Ocean ..	Aug. 22	Jan. 17, 1851	105	1, 351	8, 100	
Pacific Ocean ..	June 27	June 10, 1852	1, 218	53	.....
....do	Nov. 26	Oct. 4, 1852	1, 461	23	.....
Indian & N. W.	June 17	Feb. 20, 1850	197	3, 570	31, 000	
Pacific Ocean ..	Aug. 31	.....	.....	.....	.....	Lost on St. Lawrence Island August 16, 1851. Had 1,300 whale; saved 250.
New Zealand ..	Nov. 16	July 16, 1853	2, 107	8	.....	A. N. Briggs, first mate, died June, 1849.
Pacific Ocean ..	Aug. 19	June 10, 1852	991	8	.....
Indian Ocean ..	May 20	May 14, 1851	498	.....	.....
South Seas	Jan. 4	May 19, 1851	1, 439	.....	.....
Indian Ocean ..	Nov. 6	June 26, 1853	333	207	.....
Pacific Ocean ..	June 27	Apr. 2, 1852	1, 098	.....	.....
....do	Dec. 16	Dec. 4, 1848	30	.....	.....	Returned in consequence of sickness of captain. Sold 1850.
P. O. & N. W. ..	Aug. 16	July 1, 1851	875	1, 190	18, 800	
Pacific Ocean ..	Nov. 27	Sept. 11, 1853	1, 347	.....	.....
Indian Ocean ..	May 25	Sept. 8, 1851	1, 558	.....	.....
Pacific Ocean ..	June 28	May 25, 1852	518	230	4, 300	Built 1848.
....do	July 25	July 31, 1852	1, 431	.....	.....	Captain Bonney came home sick 1850. Sent home 100 sperm.
P. O. & N. W. ..	Sept. 5	Jan. 28, 1851	300	2, 600	11, 000	
Pacific Ocean ..	Oct. 25	Apr. 5, 1851	.....	2, 600	.....	Mr. Slater, second mate, lost overboard August, 1849. Sent home 14,300 bone.
Indian and Pac.	Aug. 12	Apr. 28, 1853	669	604	7, 400	Captain Jones died 1850. Sent home 75 sperm.
Atlantic	May 8	Sept. 2, 1849	500	.....	.....
....do	Oct. —	Jan. 27, 1850	550	.....	.....
....do	May 13	Sept. 9, 1848	950	150	.....
Pac. and N. W.	Aug. 15	Mar. 21, 1851	250	2, 600	15, 000	
Atlantic	Oct. 9	July 2, 1850	700	50	The 50 barrels were humpback.

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Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1848.				
<i>Westport, Mass.</i>				
Catherwood	Brig	199	Stanton	Thomas W. Mayhew
Janet	Bark	184	Hoemer	Henry Willcox
Harbinger	Ship	262	Fisher	Alexander H. Corey
Mexico	Brig	137	Whites	Henry Willcox
Th. Winslow	do	126	Mayhew	Thomas W. Mayhew
Theo. Chase	Bark	167	Macomber	H. Willcox
<i>Nantucket, Mass.</i>				
Catawba	Ship	335	Obed Swain, 2d.	C. G. & H. Coffin
Charles Carroll	do	376	Josiah C. Long	W. C. Swain
Christopher Mitchell	do	387	Thomas Sullivan	C. Mitchell & Co.
Daniel Webster	do	336	Henry C. Bunker	Benjamin Coffin
Empire	do	403	William Upham	G. & M. Starbuck & Co.
Harvest	do	360	William H. Tice	Rand & Paddock
Henry	do	346	Benjamin A. Coleman	Perry & Gardner
Laura	Schooner ..	389	Pratt	Field & Sanford
Lexington	Ship	360	David Bunker, 2d.	Zenas Adams
Massachusetts	do	372	Seth Nickerson, Jr.	G. & M. Starbuck & Co.
Nauticon	do	338	John J. Gardner	do
Norman	do	334	George B. Folger	Frederick Arthur
Peruvian	do	323	Perry Winslow	Thomas Macy
Phoenix	Brig	140	John C. Brock	J. Cook, Jr., & Co.
Quito	do	170	Robert McCleave	Field & Sanford
Richard Mitchell	Schooner ..	336	William Baldwin	J. Cook, Jr., & Co.
Sophia	Ship	336	Charles G. Arthur	C. G. & H. Coffin
Zenas Coffin	do	104	Cook	Parker Cook
<i>Provincetown, Mass.</i>				
Belle Isle	Brig	130	Soper	Samuel Soper
Cadmus	Schooner ..	110	Freeman	R. L. Thatcher
John Adams	do	95	Young	Samuel Cook
Lonisa	do	105	Dyer	Parker Cook
Medford	do	115	do	A. Cook
Rienzi	do	225	Luce	Alex. P. Weeks
<i>Edgartown, Mass.</i>				
Alfred Tyler	Bark	399	Codd	Benjamin Worth
Champion	Ship	343	Crocker	Ab'm Osborne
Mary	Brig	120	Adams	Calvin C. Adams
Pavillion	do	310	Stafford	Nathan Durfee
<i>Fall River, Mass.</i>				
Sol Saltus	Ship	83	Tilton	do
<i>Ohlmark, Mass.</i>				
Rodman	Brig	297	Daggett	Charles T. Child
<i>Warren, R. I.</i>				
Dromo	Bark	240	Barton	Samuel Barton
Franklin	do	225	Cutler	R. B. Johnson
Hector	Ship	341	Barton	Coffin & Gardner
Lafayette	do	432	Norton	Joseph Smith
Luminary	do	186	Martin	R. B. Johnson
Millinocket	Bark	452	Cleveland	Burr & Smith
Nantico	Ship	do	do	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Indian Ocean ..	Apr. 3	Sept. 1, 1850	600	.....	.....	Sent home 394 sperm.
Pacific Ocean ..	Nov. 7	Dec. 31, 1851	475	.....	.....	Sold 150 sperm at Lahaina.
....do	May 15	July 25, 1851	1,000	.....	.....	Third mate, Peleg M. Brownell, drowned August, 1850.
Atlantic	Oct. 28	June 30, 1850	250	.....	.....
....do	June 4	Apr. 1, 1849	170	.....	.....	Sold 150 whale at Bahia.
....do	Aug. 2	June 23, 1849	800	.....	.....
Pacific Ocean ..	Apr. 24	June 16, 1853	1,415	29	.....
....do	Dec. 2	Dec. 20, 1853	1,050	93	.....	Sold 35 sperm, 200 whale. Sold in California 1853.
....do	Dec. 11	—, 1853	2,023	.....	.....	Sold to New Bedford.
....do	May 19	May 17, 1852	230	660	2,500	Captain Bunker came home sick.
....do	Jan. 2	June 7, 1852	1,847	.....	.....	Sold to New Bedford.
....do	Oct. 27	Mar. 20, 1853	1,446	7	.....	Sailed September 23; returned dismasted. Sold 150 sperm, 50 whale.
....do	July 15	Aug. 10, 1853	900	.....	.....
Atlantic .....	.....	Sept. 3, 1848	40	.....	.....
Pacific Ocean ..	Nov. 10	Jan. 22, 1853	743	223	.....	Sent home 3,400 pounds bone.
....do	Nov. 16	Apr. 23, 1851	97	2,412	38,000	
....do	Sept. 12	Mar. 27, 1853	1,100	145	1,400	Sold 200 barrels whale; sent home 3,200 pounds bone. Built 1848 at Mattapoisett; sold to New Bedford 1853.
....do	Aug. 8	.....	.....	.....	.....	Went to California—voyage broken up.
....do	July 16	Aug. 10, 1852	534	70	.....	Sold 30 barrels sperm, 40 blackfish.
....do	Nov. 7	Feb. 3, 1853	1,158	10	.....
....do	May 10	.....	.....	.....	.....	Added 1848 from Sippican. Sent home some sperm-oil; went to California and was sold.
....do	Aug. 31	Aug. 31, 1852	1,745	53	.....	Sold to New Bedford 1853.
....do	June 15	.....	.....	.....	.....	Sent home some oil, and was sold in California.
....do	Nov. 9	July 12, 1853	478	11	.....
North Atlantic ..	Mar. —	Aug. 27, 1848	380	.....	.....
Atlantic	Feb. 17	Sept. 15, 1848	200	.....	.....
....do	Apr. 10	Aug. 4, 1848	270	10	.....
....do	Mar. 7	Sept. 27, 1848	180	.....	.....
....do	May 12	Oct. 19, 1848	290	10	.....
....do	Apr. 12	Sept. 20, 1848	260	.....	.....
Pacific Ocean ..	Nov. 27	May 7, 1853	300	1,200	1,000	Sent home 67 sperm, 86 whale, 800 bone.
Pac. & N. W.	Aug. 16	Apr. 25, 1851	100	2,600	25,000	Sent home 6,660 pounds bone.
....do	Aug. 3	Nov. 8, 1851	1,915	.....	.....
Atlantic	May 23	.....	.....	.....	.....	Sent home 68 sperm; condemned at Bermuda 1853.
Indian Ocean ..	Sept. 9	.....	.....	.....	.....	Took 600 barrels sperm and whale; was condemned at Sydney August, 1850; afterward went whaling from there; finally lost on the Feejee Islands 1853.
Atlantic	May 4	Sept. 4, 1849	60	30	.....	Withdrawn for California 1849.
Indian Ocean ..	Oct. 11	Aug. 29, 1853	615	120	.....
Pacific Ocean ..	Dec. 22	June 10, 1852	632	.....	.....	Sold to New Bedford 1852; sent home 300 sperm.
Indian Ocean ..	May 3	Apr. 23, 1850	1,000	.....	.....	Sent home 91 sperm.
Pacific Ocean ..	Dec. 9	May 3, 1852	947	.....	.....	Sold to New Bedford 1852; repaired and renamed Gazelle.
N. W. Coast.	Sept. 30	May 17, 1852	93	2,254	5,600	Withdrawn for merchant service 1852; sold to Providence 1853.
Indian Ocean ..	Dec. 9	Jan. 27, 1852	862	Added 1848.
N. W. Coast.	Sept. 16	Bought from Sag Harbor 1847; sold at San Francisco 1849.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1848.				
<i>Newport, R. I.</i>				
Margaret	Ship	375	— Fales	J. S. Munroe
Wm. Lee	do	311	— Lee	do
<i>Lynn, Mass.</i>				
Com. Preble	Ship	325	— Lamphier	Andrews Breed
<i>Somerset, Mass.</i>				
Pilgrim	Bark	135	— Clark	George B. Hood
<i>Mystic, Conn.</i>				
Hellespont	Ship	345	— Manwarring	I. & W. P. Randall
Hudson	do	365	— Clift	Geo. W. Ashley & Co.
Meteor	do	325	— Kenney	I. & W. P. Randall
Robin Hood	do	395	— Baker	Charles Mallory
Romulus	do	365	C. Hull	do
Shepherdess	do	275	— Benjamin	I. & W. P. Randall
Washington	Schooner	195	— Oat	G. W. Ashley & Co.
<i>Stonington, Conn.</i>				
Cabinet	Ship	305	— Hathaway	John F. Trumbull
Cavaller	Bark	295	— Barber	Charles P. Williams
Mercury	Ship	305	— Pendleton	F. Pendleton
Prudent	Bark	395	— Nash	C. P. Williams
Tiger	Ship	315	— Brewster	J. F. Trumbull
<i>Cold Spring, Conn.</i>				
N. P. Tallmadge	Ship	375	— Mulford	John H. Jones
Splendid	do	475	— Fordham	do
Tuscarora	do	375	— Leek	do
<i>Greenport, N. Y.</i>				
Delta	Ship	314	—	Ireland, Wells & Carpenter.
Nile	do	405	—	do
Philip 1st	do	295	— Woodruff	do
Washington	do	235	—	Wiggins & Parsons
<i>New London, Conn.</i>				
Benj. Morgan	Ship	405	— Chappel	Perkins & Smith
Brooklyn	do	360	— Jeffry	do
Clematis	do	315	— Bellows	Williams & Barnes
Columbus	Brig	155	— Andrews	do
Catharine	do	385	— Green	Thomas Fitch, 2d
Dover	do	430	— Jeffrey	Benjamin F. Brown
Exile	Schooner	255	— Butler	E. V. Stoddard
Gen. Williams	Ship	445	— Forsyth	Williams & Barnes
Garland	Schooner	—	—	—
Gen. Scott	Bark	360	— Harris	Weaver, Rogers & Co.
Isaac Hicks	Ship	455	— Rice	Miner, Lawrence & Co.
Montezuma	do	424	— Benjamin	Williams & Barnes
New England	do	365	— Wilcox	Miner, Lawrence & Co.
Peruvian	do	385	— Brown	E. V. Stoddard
Superior	do	405	— Sloan	B. F. Brown
<i>Sag Harbor, N. Y.</i>				
Columbia	Bark	285	— Sweeney	John Rudd
Eliz. Frith	do	355	— Winters	Post & Sherry
Henry	Ship	333	— Lowen	Hunting Cooper
Nimrod	Bark	280	— Hunting	Charles T. Dering

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Indian & N. W.	June 17	.....	.....	.....	.....	Added 1848 from New Bedford; lost on Society Islands February 27, 1850; had 2,400 whale; two of the crew lost; oil, about 1,800 barrels, sent home.
Pacific Ocean.	Mar. 22	Nov. 10, 1851	1, 117	130	.....
Indian Ocean.	Sept. 28	Apr. 26, 1851	120	2, 600	25, 000	
Indian Ocean.	Aug. 7	May 3, 1849	140	.....	.....	Sold for California 1849.
Kamschatka.	Sept. 6	Apr. 8, 1851	20	2, 760	15, 000	
Falkland Islds.	Nov. 3	Feb. 26, 1852	.....	2, 322	18, 000	Bought from Sag Harbor 1848.
N. W. Coast.	Apr. 22	Apr. 28, 1851	.....	2, 553	24, 700	
do.	Oct. 6	Mar. 10, 1849	800	.....	.....	The Robin Hood took her oil from the wreck of the freight-ship Carmelita, and was proceeding on her voyage, but sprung a leak and returned.
do.	Aug. 27	Jan. 19, 1851	10	3, 200	.....
do.	Aug. 1	Jan. 28, 1851	.....	2, 300	12, 000	Sent home 17,500 pounds bone.
Falkland Islds.	Nov. 3	Feb. 26, 1852	.....	10	.....	Added 1848.
N. W. Coast.	Aug. 9	May 2, 1851	143	2, 444	21, 700	
do.	Oct. 7	Apr. 1, 1851	250	2, 400	15, 000	
do.	July 21	.....	.....	.....	.....	Burned at Honolulu, with about 1,200 barrels of oil, November, 1849.
Chili & N. W.	June 6	June 3, 1850	40	2, 000	30, 000	
N. W. Coast.	June 29	May 7, 1851	41	2, 629	21, 000	Sent home 17,000 pounds bone.
N. W. Coast.	Sept. 26	Mar. 26, 1851	.....	2, 700	.....	Built 1836.
do.	Oct. 28	Mar. 15, 1851	.....	3, 400	38, 000	
Indian & Pacific	Aug. 3	.....	.....	.....	.....	Condemned at Sydney March, 1851; had 2,000 whale; shipped it to London.
.....	Oct. —	June 3, 1851	267	1, 334	5, 800	
N. W. Coast.	Sept. —	Mar. 22, 1851	.....	3, 000	.....
do.	Sept. 1	Mar. 27, 1851	110	2, 200	22, 000	Sent home 22,056 pounds bone.
do.	Sept. —	May 12, 1851	17	1, 636	22, 000	Sent home 3,000 pounds bone; sold to Sag Harbor 1851.
Chili & N. W.	July 26	Apr. 8, 1851	26	3, 325	8, 300	Sent home 32 sperm.
do.	July 10	May 7, 1851	3	2, 440	.....	Sent home 135 sperm.
N. W. Coast.	Oct. 5	Mar. 21, 1851	75	2, 400	17, 000	Sent home 13,600 pounds bone.
Atl. & Ind.	July 6	.....	.....	350	.....	Mate died 1850; condemned at Johanna September, 1850.
Ind. & N. W.	Aug. 10	Mar. 28, 1850	250	2, 300	25, 000	
Chili & N. W.	July 5	Mar. 23, 1851	50	2, 550	.....
Desolation Isld.	Aug. 14	July 3, 1852	.....	260	.....
N. W. Coast.	Aug. 1	May 17, 1851	283	3, 314	.....	Sent home 335 sperm, 32,000 bone. Garland lost on Desolation 1848.
Ind. & N. W.	July 5	Mar. 22, 1851	.....	2, 800	22, 000	
Chili & N. W.	Aug. 1	May 8, 1851	35	3, 700	34, 000	
S. A. & N. W.	Aug. 17	Feb. 17, 1850	400	3, 000	.....	Added 1848; sent home 43 sperm.
Ind. & N. W.	Aug. 16	Feb. 19, 1851	.....	3, 150	20, 000	
Desolation Isld.	Aug. 14	Aug. 8, 1850	.....	2, 900	6, 000	1,300 barrels were elephant.
Ind. & N. W.	May 21	Apr. 4, 1851	71	1, 787	29, 700	
N. W. Coast.	Oct. 12	May 17, 1851	.....	2, 237	14, 500	
do.	July 13	May 13, 1850	95	2, 700	35, 000	Sent home 160 sperm; withdrawn 1850.
do.	July 10	Sept. 13, 1850	190	210	3, 000	Sold for California 1850.
South Atlantic	Sept. 5	Sept. 2, 1850	120	1, 050	3, 000	Sent home 100 sperm, 5,000 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1848.				
<i>Sag Harbor, N. Y.—Continued.</i>				
Noble	Bark	273	— Glover	Charles T. Dering
Ontario, 2d	Ship	489	— Paine	Post & Sherry
Washington	do	340	— Drake	Huntling Cooper
Wm. Tell	do	370	— Taber	Thomas Brown
<i>New Suffolk,</i>				
Gentleman	Bark	227	.....	Ira B. Tuthill
1849.				
<i>New Bedford, Mass.</i>				
Arabella	Ship	367	Wm. Maxfield	Chas. R. Tucker & Co. ..
Balsana	do	301	— Dexter	J. & J. Howland
Benj. Tucker	do	349	— Wood	C. R. Tucker & Co
Brandt	do	310	— Honeywell	Alexander Gibbs
Callao	do	324	— Sisson	Henry Taber & Co
California	do	306	— Adams	I. Howland, jr., & Co ..
Caroline	do	364	— Plaskett	William Gifford
Charles Drew	do	344	— Carey	do
Canton Packet	do	274	— Howland	I. H. Bartlett & Son
C. W. Morgan	do	351	— Sampson	Edward M. Robinson
Charles	do	290	— Manchester	Lemuel Kollock
Chase	Bark	153	— Ricketson	Barton Ricketson
Cicero	Ship	252	— Fox	Lemuel Kollock
Cortez	do	392	— Cromwell	George Howland
Cherokee	Bark	261	— Cleveland	Hathaway & Luce
Congress	Ship	339	— Mendall	Edward C. Jones
Deadmona	do	295	John A. Beckerman	T. & A. R. Nye
Edward	Bark	274	— Luce	Thomas Knowles & Co ..
Emma C. Jones	Ship	347	Charles Little	E. C. Jones
Emily Morgan	do	369	— Ewer	William J. Rotch
Enterprise	do	291	— Swift	Charles Hitch
Euphrates	do	365	— Crosby	E. W. Howland
Eagle	do	336	— Potter	J. Perry
Exchange	Bark	180	— Hazard	Thos. Knowles & Co
Falcon	Ship	273	— Smith	do
Formosa	do	450	— Swift	O. N. Swift
Franklin	Bark	273	— Lake	John P. West
Fabius	Ship	412	Peleg S. Wing	C. R. Tucker & Co
Garland	do	243	John N. Smith	Rodney French
Herald	do	274	— Stevens	E. W. Howland
Hercules	do	335	— Fisher	J. Perry
Hocla	Bark	207	— Beaso	T. Knowles & Co
Hibernia	Ship	327	— Baker	Robert Gibbs
Honqua	do	339	— Brown	Alex. Gibbs
J. E. Donnell	Bark	343	— Bennett	Swift & Allen
Lewis	Ship	306	— Clement	I. H. Bartlett & Son
Mary Frazier	do	288	— Hagerty	A. H. Howland
Maria	Bark	202	— Movers	Sam'l W. Rodman
Milo	Ship	396	— Sowle	E. C. Jones
Montezuma	Bark	195	— Allen	James Slocum
Mount Vernon	Ship	352	— Willis	D. R. Greene & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
South Atlantic.	Sept. 12	May 13, 1850	<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	Sent home 5,000 pounds bone.
N. W. Coast ..	Aug. 7	Apr. 30, 1850	40	1,245	6,000	
Chili & N. W. .	June 3	May 3, 1850	30	2,700	30,000	
N. W. Coast....	Sept. 1	Mar. 30, 1851	60	2,000	20,000	
.....	Aug. 8	Nov. 12, 1849	80	2,720	25,000	
.....	Aug. 8	Nov. 12, 1849	300	300	2,500	
Japan Sea.....	Dec. 30	.....	.....	.....	.....	Bought from Sag Harbor 1849; sailed October 17; returned December 6, leaking 2,000 strokes in 24 hours; lost in ice near East Cape 1851.
Pacific Ocean ..	Sept. 1	June 23, 1853	1,508	6	.....	Sent home about 20,000 pounds bone.
N. W. Coast....	July 18	June 1, 1851	170	2,339	.....
Indian Ocean ..	Nov. 20	Sept. 12, 1852	1,088	141	1,200	Sent home 100 whale.
Pacific Ocean ..	Oct. 16	May 16, 1852	649	1,577	.....
North Pacific ..	Aug. 15	Mar. 15, 1851	47	2,995	44,500	Sold 150 sperm, 300 whale; sent home 30,298 bone.
Pacific Ocean ..	Aug. 1	Apr. 16, 1852	75	1,800	16,000	
North Pacific ..	Nov. 17	.....	.....	.....	.....	Lost at Honolulu October 22, 1850; had 1,309 whale, 10,000 pounds bone; saved 600 barrels whale; sent home 11,600 bone. Sent home 134 sperm, 292 whale, 11,830 bone.
New Zealand ..	Dec. 28	July 4, 1853	135	1,584	21,000	Sold 240 whale at Valparaiso. Lost 1851; sent home 160 sperm.
Pacific Ocean ..	June 5	May 27, 1853	1,121	.....	.....
do ..	July 25	May 8, 1853	840	716	14,400	Captain Fox came home sick 1852; Captain Chmrehilli died at Honolulu October 30, 1852; shipped 440 sperm, 40 whale, 1,000 bone to London from Hobart Town; sent home 198 whale, 4,698 bone.
Atlantic ..	Apr. 18	.....	.....	.....	.....
Indian Ocean ..	Sept. 13	Apr. 20, 1853	.....	291	.....	Sent home 8,900 bone. Sent home 20,700 bone.
Pacific Ocean ..	July 29	Mar. 15, 1851	91	2,737	44,000	
South Seas ..	July 24	June 19, 1851	68	1,808	250	Sent home 100 sperm. Sent home 128 sperm.
Indian Ocean ..	May 27	June 16, 1851	1,009	1,149	9,000	
Pacific Ocean ..	Aug. 11	July 29, 1852	1,768	.....	.....	Sent home 60 sperm. Built at Fairhaven 1849; sent home 70 sperm, 9,000 pounds bone.
do ..	June 30	June 20, 1853	900	.....	.....
Indian Ocean ..	Oct. 30	June 22, 1852	608	1,583	2,400	Sent home 26 sperm; 10,000 pounds bone.
Pacific Ocean ..	Oct. 23	Apr. 13, 1854	1,892	.....	.....
Japan Sea.....	Oct. 4	Apr. 22, 1851	69	2,107	13,800	Captain Hazard died at St. Thomas April, 1850. No oil.
Pacific Ocean ..	July 25	Mar. 21, 1851	.....	2,757	40,300	
do ..	June 5	July 1, 1853	1,700	.....	.....	Sent home 40 sperm, 200 whale, 40,000 bone. Lost near Woosung February 15, 1850.
Atlantic ..	June 12	Apr. 29, 1850	.....	.....	.....
Indian Ocean ..	Oct. 5	Apr. 30, 1852	44	2,327	200	Voyage abandoned; went into California trade temporarily.
Japan ..	Sept. 1	.....	.....	.....	.....
Pacific Ocean ..	Nov. 27	May 30, 1853	802	51	.....	Sent home 169 sperm. Sent home 194 sperm, 120 whale, 3,471 bone.
Japan ..	June 16	Feb. 14, 1851	57	2,613	38,800	
Pacific Ocean ..	June 19	Sept. 4, 1853	73	.....	.....	Added 1848; sent home 220 sperm. Sent home 31,000 bone.
do ..	May 15	July 31, 1852	1,305	12	.....
do ..	Oct. 3	July 3, 1853	245	1,747	28,800	Lost in Arctic July, 1851, near Cape Oliver; had 2,700 barrels of oil; saved 1,100.
Atlantic & Pac	May 29	Dec. 6, 1852	1,006	10	.....
Indian Ocean ..	Oct. 2	Apr. 5, 1853	329	1,450	5,400	Seized by natives of Johanna Islands; Captain Movers imprisoned; afterward released.
North Pacific ..	Sept. 8	.....	.....	.....	.....
do ..	June 19	May 28, 1851	193	2,492	41,500	Sent home 32,400 bone.
New Zealand ..	May 15	Jan. 7, 1853	1,263	.....	.....
Pacific Ocean ..	Oct. 31	Apr. 22, 1853	177	2,289	18,500	Bought from Nantucket 1848; sent home 999 whale, 36,533 bone; sold 50 whale at Maui.
Indian Ocean ..	Nov. 5	Aug. 15, 1852	330	8	.....
do ..	Aug. 16	July 20, 1851	331	2,896	.....
do ..	Dec. 28	Aug. 24, 1851	796	.....	.....
Pacific Ocean ..	Sept. 5	May 18, 1852	276	1,756	4,600	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1849.				
<i>New Bedford, Mass.—Continued.</i>				
Mt. Wallaston	Bark	323	Barker	Abraham Barker
Newton	do	283	Watson	Jona. Bourne, Jr.
Ocean	Ship	349	Driggs	J. R. Thornton
Paulina	Bark	271	Tatch	Swift & Allen
Pori	do	191	Russell	R. French
Phocion	Ship	266	Nichols	J. R. Thornton
Pantheon	Bark	271	Worth	J. Bourne, jr.
Persia	do	240	Hasell	L. Kollock
Rebecca Simms	Ship	400	Jernegan	W. R. Rodman
Roscoe	Bark	235	Gorham	J. Bourne, jr.
Robert Edwards	Ship	354	Burgess	J. & J. Howland
Roussseau	do	306	Taber	Geo. Howland
Saratoga	do	54	Harding	Abraham Ashley
Swift	do	321	Vincent	Thos. S. Hathaway
Smyrna	Bark	215	Tobey	Richmond & Wood
St. Peter	Ship	267	Almy	J. B. Wood & Co.
Susan	Bark	261	Howland	A. H. Howland
Superior	do	277	Luce	J. B. Wood & Co.
Triton, 2d	Ship	315	Sands	C. R. Tucker & Co.
Uncas	do	41	Edwards	A. H. Howland
Waverly	do	327	Neill	L. Howland, jr., & Co.
Young Phenix	do	377	Isaac B. Thompkins	John A. Parker & Son
<i>Fairhaven, Mass.</i>				
Ansel Gibbs	Ship	315	Worth	Gibbs & Jenney
Arab	do	330	Brady	E. Sawin
Columbus	do	382	Crowell	Gibbs & Jenney
George	do	360	Marston	Reuben Fish
Java	do	294	Thompson	Atkins Adams
John A. Robb	do	27	Wimpenny	L. C. Tripp
Leonidas	do	24	Gifford	Jenney & Tripp
Oregon	do	332	Wimpenny	L. C. Tripp
Sam. Robertson	do	421	Washburn	L. F. Terry
<i>Mattapoisett, Mass.</i>				
Elizabeth	Bark	211	Flanders	R. L. Barstow
Willis	do	164	Taber	do
<i>Westport, Mass.</i>				
Barclay	Bark	167	King	Alexander H. Corey
Champion	do	204	Gardner	Andrew Hicks
Dr. Franklin	do	171	Gifford	Job Davis
Mattapoisett	do	156	Wing	Freeman Lawrence
President	do	18	Sowle	A. Hicks
Theo. Chase	do	165	Pardon Macomber	Henry Wilcox
U. States	do	215	Perkins	A. Hicks
<i>Dartmouth, Mass.</i>				
Gov. Hopkins	Ship	111	Baker	A. R. Tucker
<i>Nantucket, Mass.</i>				
Edward Carey	Ship	350	Roland Phinney	C. G. & H. Coffin
Ganges	do	315	Thomas Coffin, 2d.	Barker Burnell
Mariner	do	345	Albert S. Bay	Matthew Crosby

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Japan	Oct. 12	Apr. 16, 1853	19	1,484	10,500	Sent home 14,015 bone.
Pacific Ocean..	July 16	June 22, 1851	57	2,019	30,400	
do	July 7	Apr. 15, 1853	1,270	49		Fourth mate, Michael Taylor, died 1852.
Indian Ocean ..	Dec. 2	May 19, 1853	807	30		Bought from Boston 1849.
do	May 7	Oct. 13, 1851	63			Sent home 49 sperm.
do	Nov. 17	Sept. 1, 1852	1,390	248		Built at New York 1807; sold and broken up after this voyage; was of a "remarkably bad model."
Indian & Pac..	Oct. 31	July 16, 1853	1,092			
Pacific Ocean {	May 26	July 26, 1849	136			Sailed May 26; returned July 26, captain sick; sailed again and was condemned in 1852 at Callao; sent home 91 sperm.
do	Aug. 4					
do	Oct. 16	June 20, 1853	1,817			
Indian Ocean ..	May 15	July 20, 1853	635			
Pacific Ocean ..	June 1	May 28, 1853	1,344	310		Sent home 63 sperm.
do	May 9	June 2, 1853	886	185		Sent home 201 sperm.
North Pacific ..	Sept. 5	May 26, 1852	209	3,607	21,900	Sent home 364 whale, 58,500 bone; cargo sold for \$124,000.
New Zealand ..	June 25	Nov. 28, 1852	1,991			Sent home 110 sperm.
Pacific Ocean ..	Dec. 27	Sept. 30, 1853	870			
Indian Ocean ..	Oct. 17	Oct. 10, 1852	1,042	67		
Pacific Ocean ..	July 24	July 26, 1853	1,131	22		
do	Nov. 29	Feb. 8, 1853	1,118	31		Added 1849.
North Pacific ..	Nov. 23	June 25, 1851	205	1,824		
do	July 20	Mar. 21, 1851	83	3,127	37,200	Sent home 8,900 bone.
Japan	July 9	Apr. 25, 1851	157	2,295	34,100	
Indian Ocean ..	May 5	Mar. 14, 1853	1,480			Sent home 54 sperm.
Indian Ocean ..	Nov. 28	Sept. 11, 1853	1,004			Sent home 300 sperm.
do	Nov. 21	Sept. 15, 1853	1,058			Sent home 200 sperm, 700 whale.
North Pacific ..	Nov. 14	July 1, 1851	269	2,501	30,400	Sent home 13,750 pounds bone.
do	June 27	May 16, 1851	41	2,284		
Pacific Ocean ..	Oct. 27	July 29, 1853	900	31		Charles Cushing, third mate, and one man drowned at Tombes 1852.
do	Oct. 27	July 1, 1853	693	85		
Indian Ocean ..	Oct. 18					Condemned at Mauritius 1851; had 575 sperm, 75 hump; shipped it to London.
Pacific Ocean ..	July 5	July 6, 1853	463			Sent home 37 sperm.
North Pacific ..	Aug. 25	Apr. 22, 1852	95	2,606	13,000	Second mate died 1850; sent home 500 whale, 30,882 bone.
Atlantic	Apr. 27	Sept. 25, 1850	220			Sent home 240 sperm.
do		June 3, 1850	660	40		40 barrels were humpback.
Atlantic	June 1	Sept. 1, 1850	630			
Atl. and Pacific	Apr. 13	Aug. 4, 1853	519			Sent home 218 sperm.
Atlantic	May 20	Jan. 12, 1851	430			
do	June 7	Aug. 22, 1850	550			
do	May 26	Aug. 22, 1850	500	45		Built 1849 at Mattapoisett; sent home 203 sperm.
do	Aug. 23					Missing.
Indian Ocean ..	Dec. 21	Sept. 3, 1852	905			
Atlantic	May 17	Aug. 2, 1850	33	7		
Pacific Ocean ..	Oct. 8	Nov. 12, 1853	1,133	50		
do	Sept. 12	July 20, 1853	1,813			
do	May 20					Returned July 30, with Captain Ray sick and first mate hurt by falling from aloft; sailed again August 5 under Captain David U. Coffin; took 837 barrels sperm, and was condemned at Payta; refitted from Payta under name of "Sophia Somontes."

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1849.				
<i>Nantucket, Mass.—Continued.</i>				
Navigator	Ship	333	George Palmer	M. Crosby
Omega	do	363	Charles C. Russell	Joseph Starbuck
Potomac	do	356	Charles Grant	I. & P. Macy
Tyleston	Brig	111	Reuben F. Starbuck .....	.....
<i>Fall River, Mass.</i>				
Caravan	Ship	330	— Dimon	J. W. Lindsey
<i>Falmouth, Mass.</i>				
Com. Morris	Ship	350	Lewis H. Lawrence	Oliver C. Swift
<i>Provincetown, Mass.</i>				
Allstrum	Schooner .....	.....	— Gann .....	.....
Belle Isle	do	104	.....	.....
Council	do	100	.....	.....
Cadmus	Brig	130	— Nickerson	Samuel Soper
Chanticleer	Schooner .....	.....	.....	.....
E. R. Cook	do .....	.....	.....	.....
Fairy	Bark	186	— Soper	Ebenezer Cook
Jane Howes	Brig .....	.....	— Nickerson .....	.....
John Adams	Schooner	110	.....	R. L. Thatcher
Lewis Bruce	Brig .....	.....	— Young .....	.....
Louisa	Schooner	98	— Cook	Samuel Cook
Medford	do	105	— Ryer	Parker Cook
Parker Cook	Bark	135	— Cook	do
Rienzi	Schooner	115	— Snow	A. Cook
Robert Ralke	do	110	— Swift	Ephraim Cook
Sam. Cook	Brig	140	— Atson .....	.....
Shylock	do .....	.....	— Hersey .....	.....
<i>Beverly, Mass.</i>				
Gem	Brig	162	— Small	F. W. Choate
<i>Quincy, Mass.</i>				
Curacao	Brig .....	.....	— Prior .....	.....
<i>Yarmouth, Mass.</i>				
March	Brig	90	— Weeks	Silas Baker
<i>Warren, R. I.</i>				
Benj. Rush	Ship	385	— Swan	S. P. Child and Jas. Coffin
Bowditch	do	390	— Waldron	S. P. Child
Covington	do	351	— Devoll	do
Hoogley	do	29	— Morse	John R. Wheaton
Mary Frances	do	311	— Smith	S. P. Smith
<i>Stonington, Conn.</i>				
B. Williams	Ship	40	— Hancock	C. P. Williams
Cincinnati	do	457	— Williams	F. Pendleton & Co
George	Bark	251	— Pendleton	C. P. Williams
Newark	Ship	32	— Dickens	J. F. Trumbull
Philetus	Bark	278	— Stevens	John F. Trumbull
Tybee	Ship	290	— Barber	J. F. Trumbull
United States	do	344	— Barnum	do
<i>Lynn, Mass.</i>				
William Badger	Ship	33	— Perkins	Andrews Breed
<i>Providence, R. I.</i>				
Lion	Ship	298	— Nichols	Lloyd Bowers
<i>Mystic, Conn.</i>				
Ærobas	Ship	265	— Guyn	Charles Mallory
Coriolanus	do	268	— Maginly	do
Robin Hood	do	395	— Baker	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Aug. 27	June 19, 1854	837	Sold and sent home 60 barrels.
do ..	June 5	Oct. 3, 1853	696	.....	.....
do ..	Aug. 7	May 10, 1853	1,976	25	.....
Atlantic ..	Apr. 7	July 27, 1850	30	80	.....
Pacific Ocean ..	Nov. 3	May 11, 1852	2,525	15,000	Sent home 400 whale, 30,569 pounds bone.
Pacific Ocean ..	Aug. 13	Aug. 19, 1853	1,860	
Atlantic ..	Mar. 6	Sept. 22, 1849	150	Withdrawn 1850.
do ..	.....	Oct. 16, 1849	240	.....	.....
do ..	.....	Sept. —, 1849	.....	160	.....
Atlantic ..	Mar. 20	Sept. 11, 1849	160	.....	.....
do ..	.....	July —, 1849	210	.....	.....
do ..	.....	Aug. —, 1849	.....	50	.....
do ..	Jan. 15	.....	.....	.....	.....
South Atlantic	Jan. 16	Sept. 13, 1849	210	.....	.....
Atlantic ..	Apr. —	Sept. 13, 1849	60	20	.....
do ..	Apr. 11	Sept. 28, 1849	900	.....	.....
do ..	Apr. 11	Oct. 30, 1849	169	.....	.....
do ..	Feb. 6	Sept. 30, 1849	100	.....	.....
do ..	Apr. 18	Nov. 9, 1849	285	.....	.....
do ..	Mar. 20	Sept. 6, 1849	100	.....	.....
do ..	May 23	Sept. 17, 1850	110	.....	.....
do ..	Feb. 9	Oct. 16, 1850	325	.....	.....
do ..	Apr. 12	Oct. 16, 1850	215	.....	.....
Atlantic ..	Apr. 14	Oct. 21, 1850	60	Sent home 240 sperm.
Atlantic ..	May 14	Sept. 29, 1849	4	Withdrawn 1850.
Atlantic ..	Apr. 10	Aug. 4, 1850	70	30	The 30 barrels were blackfish; sold 1850.
Pacific Ocean ..	Sept. 5	June 10, 1852	520	1,244	Sent home 15 sperm, 22,370 pounds bone.
Japan ..	Sept. 18	Apr. 23, 1852	81	2,460	17,000	Sent home 1,000 whale, 32,915 pounds bone.
N. W. Coast ..	July 25	Mar. 7, 1852	108	1,728	7,800	
Pacific Ocean ..	Aug. 16	July 18, 1853	113	1,012	8,900	Added 1848.
do ..	Jan. 6	May 27, 1852	859	.....	.....
Indian Ocean ..	June 20	Apr. 6, 1851	400	2,300	35,000	Sent home 18,500 pounds bone. Sent home 21,500 pounds bone. Sent home 21,669 pounds bone. Condemned at Mauritius October, 1850.
N. W. Coast ..	Aug. 22	Apr. 2, 1852	147	2,528	3,800	
do ..	Oct. 16	Aug. 7, 1851	221	1,631	.....
do ..	Aug. 1	Aug. 3, 1851	79	1,758	.....
Indian Ocean ..	Jan. 1	Condemned at Mauritius October, 1850.
N. W. Coast ..	Oct. 15	Apr. 26, 1851	124	1,808	31,000	
Crozet Island	June 18	May 24, 1851	845	
Indian Ocean ..	Sept. 15	May 11, 1853	1,484	Sold 1853.
Pacific Ocean ..	Dec. 2	Oct. 23, 1853	1,876	
Indian Ocean ..	June 23	May 31, 1852	59	1,971	Sent home 31,000 pounds bone.
do ..	Oct. 12	May 3, 1851	152	1,632	25,000	
Ind. and N. P ..	July 11	Mar. 27, 1851	3,263	44,200	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1849.				
<i>New London, Conn.</i>				
Armata	Ship	413	C. Strong Holt	Williams & Barnes
Atlas	Schooner	61	— Lyon	Perkins & Smith
Black Warrior	Bark	231	— Babcock	Williams & Haven
Candace	do	310	— Walker	do
Clement	do	279	— Lane	Miner, Lawrence & Co
Corinthian	Ship	503	— Slate	Perkins & Smith
Charles Carroll	do	413	— Chapel	do
Dove	Bark	151	— Forsyth	Williams & Haven
Franklin	Schooner	119	— Noorie	Perkins & Smith
Hannibal	Ship	441	— Gray	Benjamin Brown Sons
Jefferson	do	396	— Skinner	Miner, Lawrence & Co
Julius Cæsar	do	347	— Morgan	E. V. Stoddard
McLellan	do	378	— Chappell	Perkins & Smith
N. America	Bark	385	— Pendleton	Williams & Haven
Venice	do	353	— Harris	Weaver, Rogers & Co
Vesper	Ship	321	— Fournier	Williams & Barnes
<i>Greenport, L. I.</i>				
Bayard	Ship	339	— Graham	Ireland, Wells & Carpenter
Italy	do	296	— Weld	David G. Floyd
<i>Sag Harbor, L. I.</i>				
Concordia	Bark	265	— French	Thomas Brown
Timor	do	280	— Baker	Huntingt Cooper
<i>Cold Spring, N. Y.</i>				
Alce	Bark	281	— Smith	John H. Jones
Huntsville	Ship	523	— Smith	do
Sheffield	do	579	— Roys	do
1850.				
<i>New Bedford, Mass.</i>				
Abraham Barker	Ship	400	— Norton	Abraham Barker
Adeline	do	389	— Carr	I. Howland, jr. & Co
America, 2d	do	464	Charles P. Seabury	William O. Brownell
Amethyst	do	359	— Howes	John A. Parker & Son
Ann Alexander	do	253	— Deblois	George Howland
Andrews	Bark	303	James L. Nye	William P. Howland
Bevis	do	214	A. Snell	Benjamin B. Howard
Barclay	Ship	281	— Taber	Henry Taber & Co
Brighton	do	354	— Weaver	James D. Thompson
Braganza	do	470	W. Devoll	William G. E. Pope
Canton	do	409	J. Allen	Perry & Tillinghast
Chas. Frederick	do	317	— Haskins	J. A. Parker & Son
China	do	370	R. C. Reynard	William Phillips
City	do	351	Henry Eldridge	Abm. H. Howland
Courier	do	381	C. Howland	O. & G. O. Crocker
Clarice	Bark	237	— Gifford	Edward C. Jones
Condor	Ship	349	— Kempton	C. W. Morgan
Cornelia	Bark	210	— Devoll	Lemuel Kollock
Coral	Ship	370	E. P. Sherman	Gideon Allen
Columbus	Bark	313	— Carr	William R. Rodman
Champion	Ship	336	Joseph Bailey	J. D. Thompson
Cossack	Bark	256	— Slocum	Charles Hitch
Dunbarton	do	199	— Davis	Isaac B. Richmond

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
N. W. Coast....	Oct. 2	.....	Bbls.	Bbls.	Lbs.	Lost on a reef near Cape North July 15, 1851; shipped home 300 sperm, 4,500 whale.
Desolation Isld.	Sept. 1	Apr. 22, 1851	.....	290	.....
Ind. and N. P.	Oct. 11	May 10, 1851	46	1,584	.....	Sent home 28,131 pounds bone.
do	July 17	Mar. 15, 1851	25	2,100	31,000	
N. W. Coast....	July 11	May 10, 1851	81	1,877	37,300	
Desolation Isld.	Sept. 7	Apr. 27, 1851	18	2,871	11,000	
North Pacific	.....	Mar. 24, 1854	.....	784	13,800	Sent home 3,315 whale, 37,049 bone.
Indian Ocean	Aug. 15	Nov. 6, 1851	79	5	.....
Desolation Isld.	Sept. 7	May 10, 1851	17	183	.....
Ind. and N. P.	Sept. 6	Mar. 21, 1851	100	3,400	45,000	
N. W. Coast....	Aug. 22	Mar. 23, 1851	170	2,630	.....	Sent home 27,000 pounds bone.
Desolation &c	Sept. 7	May 10, 1851	.....	2,470	14,200	
Davis Straits	Mar. 3	Oct. 16, 1849	.....	600	12,000	
Ind. and N. P.	June 20	Mar. 26, 1851	.....	2,700	28,000	
do	Aug. 7	Mar. 26, 1851	.....	2,900	40,000	
N. W. Coast....	Aug. 28	Mar. 23, 1851	330	2,670	.....
Pacific Ocean ..	Aug. 21	Apr. 20, 1853	.....	1,604	30,800	Sent home 450 whale, 20,719 bone.
N. W. Coast....	Aug. —	May 14, 1851	.....	2,577	38,100	Added 1842.
South Atlantic.	Oct. 12	June 4, 1854	.....	691	.....	Sent home 50 sperm, 577 whale, 5,350 bone.
North Pacific ..	Oct. 12	Oct. 11, 1852	125	1,475	15,000	Sent home 90 sperm, 11,994 pounds bone.
Arotic	Sept. —	Mar. 23, 1851	.....	2,800	25,000	Sent home 21,214 bone.
Behring Straits	Oct. 26	Mar. 21, 1851	.....	3,350	45,000	
Whaling & Cal	Aug. 17	Jan. 24, 1854	.....	2,532	36,900	Shipped 1,600 whale, 22,000 pounds bone, to London from Sydney.
North Pacific ..	Sept. 10	Mar. 14, 1853	56	2,306	22,000	Sold 80 barrels whale; sent home 62 barrels sperm, 417 whale.
do	Sept. 21	June 13, 1853	.....	894	15,500	Sent home about 10,000 pounds bone.
do	Sept. 10	.....	.....	.....	.....	Added 1850; formerly in California trade; crushed by the ice in Anadir Sea 1851.
Pacific Ocean ..	Sept. 28	June 18, 1854	2,308	.....	.....	Lost 1851; sunk by a whale; sent home 115 sperm.
do	June 1	.....	.....	.....	.....	Built 1850; Captain Nye and two men killed by a whale December 29, 1852; sold 80 sperm at Callao.
do	June 3	May 3, 1853	908	.....	.....	Bought from Boston 1850.
Indian Ocean ..	June 4	May 25, 1853	931	.....	.....	Sent home 450 sperm.
Atl. and Ind.	May 11	Apr. 22, 1852	544	.....	.....	Sold to Dartmouth 1855; sent home 156 sperm, 247 whale, 17,996 pounds bone.
North Pacific ..	Oct. 9	June 1, 1854	.....	791	4,000	Sent home 158 sperm, 247 whale, 4,351 pounds bone.
do	Sept. 10	Apr. 22, 1854	40	1,714	5,000	
do	Oct. 1	Apr. 1, 1852	149	2,946	600	
Pacific Ocean ..	Aug. 22	.....	.....	.....	.....	Lost 1854.
North Pacific ..	Sept. 24	Mar. 2, 1852	342	2,222	26,700	
do	Oct. 1	Mar. 13, 1853	78	1,800	10,000	Built 1850; sent home 18,329 bone.
Pacific Ocean ..	Oct. 7	July 16, 1856	615	28	.....	Sent home 621 sperm.
Indian Ocean ..	Jan. 2	Apr. 28, 1853	663	.....	.....
North Pacific ..	Sept. 21	May 22, 1853	254	1,563	11,100	Sent home 74 sperm, 173 whale, 17,600 bone.
Indian Ocean ..	Nov. 20	Aug. 26, 1853	547	270	2,200	
North Pacific ..	Sept. 10	Apr. 6, 1854	12	2,627	23,300	Sent home 5,893 pounds bone.
Pacific Ocean ..	Dec. 4	Sept. 27, 1854	340	.....	.....	Sent home 600 barrels sperm.
North Pacific ..	June 18	Mar. 24, 1853	34	1,001	16,000	Captain Bailey died at Hong-Kong February 27, 1852; sent home 175 whale, 3,500 pounds bone.
do	Oct. 8	May 10, 1853	56	1,153	12,900	Bought from Sippican 1850; sent home 5,800 pounds bone.
Pacific Ocean ..	July 25	Oct. 24, 1852	152	5	Sent home 360 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850.				
<i>New Bedford, Mass.—Continued.</i>				
Exchange	Bark	180	George W. Stewart ..	Thomas Knowles & Co..
Fortune	do	291	—— Hathaway	Gilbert Hathaway
Frances	Ship	348	W. Swain, jr	Henry Taber & Co
Franklin	do	333	—— Lamb	William P. Howland
Gen. Pike	do	313	N. P. Baker	William Gifford
Geo. Howland	do	374	—— Cromwell	George Howland
Gideon Howland	do	379	—— Jernegan	L. Howland, jr., & Co ..
Gladiator	do	650	James K. Turner	do
Globe	do	479	Asa Taber	George Hussey
Globe	Bark	215	—— Handy	Ingalls & Lucas
Gov. Troup	Ship	430	F. Coggeshall	Edw. C. Jones
Harrison	do	371	—— Hathaway	Gilbert Hathaway
Harvest	Bark	263	Almy	Swift & Allen
Hope	do	186	C. H. Robbins	William Watkins
Huntress	Ship	391	George Gibbs	Robert Gibbs
Illinois	do	413	A. Covell	Wood & Nye
Iris	do	311	—— Sherman	E. C. Jones
Junius	Bark	198	—— Kendrick	do
Jasper	do	223	—— Rotch	Alex. Gibbs
Jeannette	Ship	340	—— West	Isaac B. Richmond
John Wells	do	366	—— Cross	T. Knowles & Co
Joseph Melge	do	356	George Allen	George Hussey
Junior	do	378	S. Tinkham	D. B. Greene & Co
Lagoda	do	341	—— Tobey	Jona. Bourne, jr.
Leonidas	do	231	B. S. Clark	Russell Maxfield
Levi Starbuck	do	376	W. M. Ellison	Edw. W. Howland
Liverpool	do	376	Henry P. Barker	Abm. Barker
Louisiana	do	300	Walter Taber	T. & A. R. Nye
Louisa	Bark	316	R. T. Wyatt	Swift & Allen
Morea	Ship	330	—— Kelley	B. B. Howard
March	Brig	90	—— Reynolds	William P. Howland
Mary	Ship	287	—— Henry	I. Howland, jr., & Co ..
Mercator	Bark	246	—— Macomber	John A. Parker
Metacom	Ship	360	—— Bonney	J. B. Wood & Co
Marcella	Bark	210	Pardon C. Winslow	C. R. Tucker & Co
Midas	Ship	326	E. Woodbridge	J. B. Wood & Co
Minerva	do	40-	G. Hazard	William Gifford
Montpelier	do	320	M. G. Tucker	John B. Thornton
Montreal	do	547	Frederick Fish	C. E. Tucker & Co
Monongahela	do	497	Jason Seabury	O. & E. W. Seabury
Marcia	do	315	I. Wing	Edw. W. Howland

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic	May 18	.....	.....	.....	.....	A missing vessel; her fate was never known.
North Pacific ..	Oct. 19	May 18, 1854	102	2,125	24,000	Captain Hathaway died at Petro Paulovski June, 1853; sold 100 sperm, 400 whale, at Valparaiso; sent home 8,308 pounds bone.
....do	Sept. 4	.....	.....	.....	.....	Sent home 133 sperm, 844 whale, 18,878 bone; lost on Manglea Island 1853.
....do	July 15	July 16, 1853	124	2,049	.....	Sent home 366 whale, 25,992 bone.
....do	June 13	July 16, 1853	83	2,425	25,400	Sent home 63 sperm, 6,993 bone.
Pacific Ocean ..	Aug. 20	Oct. 20, 1852	216	70	.....	Seized by convicts at Gallapagos Islands; recaptured by a Swedish frigate; sent home 25 sperm.
North Pacific ..	Sept. 4	Mar. 10, 1853	8	3,133	32,000	Bought from New York 1850; formerly New York and London packet; took in all 6,200 whale, 93,000 bone; withdrawn 1854.
....do	Aug. 15	Apr. 7, 1854	.....	3,200	39,700	Lost on East Cape (Behring Straits) August, 1851.
....do	Nov. 16	.....	.....	.....	.....	Bought from New York 1850.
Pacific Ocean ..	Sept. 9	Jan. 2, 1855	250	650	.....	Sent home 16 sperm.
North Pacific ..	Aug. 15	May 7, 1853	797	2,062	24,800	Sent home 11,300 bone.
....do	Dec. 12	Apr. 20, 1854	177	2,543	.....	Sent home 31 whale, 18,360 bone.
....do	Oct. 1	May 1, 1854	.....	697	11,000	Sent home 200 sperm.
Indian Ocean ..	Aug. 17	May 7, 1853	996	.....	.....	Lost on Kataghiusky Island (Kamchatka) April 25, 1852; the crew suffered severely from cold; sent home 63 sperm, 585 whale, 10,800 bone.
North Pacific ..	Aug. 10	.....	.....	.....	.....	Bought from Sag Harbor 1850; sent home 8,352 bone.
....do	Aug. 15	May 20, 1853	31	2,657	32,900	Lost in Mozambique Channel October 21, 1851; sent home 108 sperm.
Indian Ocean ..	May 8	Mar. 16, 1853	1,291	373	3,400	Condemned at New Zealand September, 1853; oil (850 sperm) shipped to London.
....do	Aug. 5	.....	.....	.....	.....	Sent home 30 sperm, 506 whale, 49,200 bone.
Pacific Ocean ..	Feb. 26	.....	.....	902	11,700	Bought from Sag Harbor 1849; sent home 175 sperm, 31,674 bone.
North Pacific ..	Nov. 21	Apr. 20, 1854	.....	.....	.....	Formerly in merchant-service; added 1850; sent home 225 sperm.
....do	June 18	Apr. 25, 1854	317	1,639	23,000	Captain Tinkham died at sea November 27, 1850; sent home 251 whale, 2,000 bone.
Pacific Ocean ..	Oct. 22	Aug. 2, 1854	1,258	16	.....	Sent home 309 sperm, 400 whale, 5,670 bone.
North Pacific ..	July 1	July 10, 1853	64	939	16,600	Bought from Nantucket 1850; sent home 35 sperm, 6,408 bone.
....do	July 1	Apr. 21, 1853	38	2,413	34,500	Sent home 243 sperm, 717 whale, 6,117 bone.
Pacific Ocean ..	Oct. 1	June 9, 1854	83	37	.....	Bought from New York 1850.
North Pacific ..	Oct. 21	July 10, 1853	173	1,508	21,000	Bought from Baltimore 1850.
....do	Oct. 5	May 27, 1853	17	1,069	22,200	Second mate killed by a whale 1852; sent home 60 sperm, 973 whale.
Pacific Ocean ..	Aug. 15	May 18, 1853	1,156	29	.....	Sailed September 16; returned September 20; captain sick; sailed again September 25; added 1850; sold to Mattapoisett 1852.
North Pacific ..	Nov. 20	May 12, 1853	291	1,137	16,300	First mate, William B. Eaton, died April 26, 1853.
....do	Oct. 2	June 7, 1853	6	1,122	20,100	Sent home 450 sperm, 568 bone.
Atlantic	Sept. 25	Sept. 20, 1851	65	8	.....	Mate and boat's crew lost; fast to a whale.
Indian Ocean ..	June 20	Apr. 2, 1852	39	1,931	40,800	Captain Winslow died at Johanna July 11, 1852.
Atl. and Ind ..	July 6	Sept. 9, 1852	416	7	.....	Sent home 4,647 bone.
North Pacific ..	July 1	May 9, 1853	18	1,146	12,400	Sent home 270 sperm, 250 whale, 2,300 bone.
Indian Ocean ..	June 12	Dec. 6, 1852	416	50	500	Sent home 55 sperm, 538 whale, 13,680 bone.
North Pacific ..	Oct. 3	Mar. 30, 1853	.....	2,060	21,500	Bought from Boston 1850; sent home 209 sperm, 1,026 whale, 45,959 bone; total value of cargo, \$136,023.19.
....do	Aug. 20	Mar. 12, 1853	61	2,224	31,000	Bought from Philadelphia 1850; supposed to have been lost in the Arctic with all on board 1853; sent home 63 sperm, 36,200 bone.
....do	Aug. 3	May 22, 1853	75	2,256	23,700	Shipped 3,534 pounds bone to London.
....do	July 15	Mar. 30, 1853	195	3,623	31,700	
....do	Oct. 1	
....do	Aug. 20	June 21, 1853	422	1,289	12,100	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850.				
<i>New Bedford, Mass.—Continued.</i>				
Martha	Bark....	271	— Chase	Swift & Allen
Nassau	Ship	408	J. W. White	Jireh Perry
New Bedford	do	351	— Gray	I. Howland, jr., & Co.
Ohio	Bark	237	— Sawtelle	Cook & Snow
Oliver Crocker	Ship	350	William B. Cash	James B. Wood & Co.
Ontario	do	368	Frederick Slocum	David B. Kempton
Ooseola	Brig	158	— Mazam	William C. N. Swift
Roman, 2d.	Ship	350	— Tripp	Abm. Barker
Rocinus	do	300	J. Winslow	William P. Howland
Sally Anne	do	312	S. H. Andrews	D. R. Greene & Co.
St. George	do	408	W. Hawes	A. Barker
Seine	do	281	— Landra	Rodney French
Stephania	do	315	— Terry	Jona. Bourne
Tamerlane	do	357	— Shockley	T. Knowles & Co.
Trident	do	449	— Taber	J. A. Parker & Son
Triton	do	300	— Fish	I. Howland, jr., & Co.
Wm. Hamilton	do	463	H. Shockley	do
Wm. Thompeon	do	495	— Jernegan	J. Perry
Washington	do	344	Martin Palmer	J. Bourne, jr.
<i>Fairhaven, Mass.</i>				
Arab	Bark	276	— Snell	I. F. Terry
Arotio	Ship	431	C. W. Gullett	Edmund Allen
Atkins Adams	do	330	— Fish	William G. Blackler
Erie	do	451	— Blackmer	Nathan Church
Favorite	Bark	293	E. Pierce	F. R. Whitwell
Harvest	do	314	— Spooner	Jabez Delano, jr.
Lagrange	do	280	— Hammond	William G. Blackler
Marcus	Ship	286	— Sherman	Lemuel Tripp
Mary Ann	do	335	— Dallman	L. C. Tripp
Omega	do	305	— Fisher	N. Church
Pacific	do	314	— Alden	Reuben Fish
Sylph	do	336	F. M. Gardner	E. Allen
William Wirt	do	387	— Fisher	Warren Delano
<i>Mattapoisett, Mass.</i>				
America	Brig	148	— West	R. L. Barstow
Annawan	do	159	— Phinney	Seth Freeman
Elizabeth	Bark	219	— Dexter	R. L. Barstow
Lagrange	do	170	— Flanders	do
Sarah	do	171	— Mayhew	Wilson Barstow
Samuel and Thomas	do	191	— Lambert	R. L. Barstow
Willis	do	164	— Briggs	do
<i>Westport, Mass.</i>				
Barclay	Bark	167	— Tripp	Alexander H. Corey
Gov. Carver	do	185	— Hoarner	Henry Wilcox
Leonidas	Brig	122	— Cornell	John L. Anthony
Mexico	do	130	— Whitnes	H. Wilcox
Platina	Bark	266	— Lee	Andrew Hicks
President	do	180	— Sowle	do
Solon	Brig	129	— Smith	Henry Smith
Th. Winslow	Bark	136	— Chase	Thomas W. Mayhew

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
New Zealand ..	May 18	Nov. 20, 1853	1,616	.....	.....	Bought from Newport 1849; second mate killed by a whale July, 1853; shipped 75 whale, 700 pounds bone to London from Hobart Town; sent home 83 whale, 108 sperm.
North Pacific ..	Aug. 5	May 22, 1853	148	2,612	35,800	Sent home 22 sperm.
Pacific Ocean ..	Oct. 10					Lost on Fox Islands June, 1851; four of her crew lost.
.....do	Oct. 1	July 10, 1854	1,405	38	.....	Bought from Philadelphia 1850.
.....do	Aug. 12	July 6, 1854	979			Built 1850 at Mattapoisett.
North Pacific ..	Sept. 4	Apr. 21, 1854		573	11,000	Bought from Sag Harbor 1850; sent home 275 sperm, 588 whale, 35,000 bone.
Atlantic	Sept. 5	Oct. 1, 1853	187	17	.....	Bought from Boston 1850; sent home 30 sperm.
North Pacific ..	Aug. 1	May 11, 1854	336	1,501	7,400	
Pacific Ocean ..	June 3	Jan. 2, 1854	928	935	16,000	Sent home 325 sperm on the voyage.
North Pacific ..	Nov. 20	May 8, 1853	218	1,446	18,600	Sent home 4,096 bone.
.....do	Sept. 4	May 18, 1853	360	1,812	18,900	Sent home 137 sperm, 64 whale.
.....do	Aug. 10	May 21, 1853		1,429	18,000	Sent home 662 whale, 14,400 bone.
.....do	Nov. 27	Apr. 4, 1854	69	594	8,300	Sent home 993 whale, 13,460 bone.
.....do	Oct. 28	Apr. 24, 1854		1,517	32,000	Owned in Savannah, Georgia; sent home 368 sperm, 1,177 whale, 13,150 bone.
.....do	Oct. 21	Apr. 24, 1854	65	3,292	.....	Sent home 423,369 bone.
.....do	Aug. 22	June 30, 1853	1,600	50	.....	Sent home 650 whale, 9,918 bone.
.....do	June 20	May 1, 1854		339	3,900	Captain Shockley came home sick 1851; sent home 80 sperm, 1,440 whale, 33,212 bone.
.....do	July 30	Mar. 3, 1853	88	2,557	35,800	Sent home 54 sperm, 317 whale.
.....do	Oct. 15	Mar. 17, 1853	195	2,524	.....	Sent home 25,329 bone.
Indian Ocean ..	Aug. 7	Apr. 7, 1853	.....	1,735	29,000	Sent home 32 sperm, 900 whale, 12,000 bone.
North Pacific ..	Dec. 10	Apr. 8, 1854	80	970	16,800	Built at Mattapoisett 1850; sent home 1,624 whale, 22,093 bone.
Pacific Ocean ..	Sept. 30	Aug. 21, 1854	1,367	.....	.....
North Pacific ..	Oct. 1	July 16, 1853	80	2,920	40,000	
.....do	June 15	June 12, 1853	84	2,211	31,900	Sent home 300 sperm, 4,484 whale, 41,000 bone.
.....do	Dec. 10	July 17, 1853	69	1,905	.....
Pacific Ocean ..	Dec. 10	Nov. 16, 1853	556	.....	.....
North Pacific ..	Nov. 9					Lost in the ice near East Cape September, 1853; saved 900 barrels oil; sent home 12,000 bone.
.....do	Oct. 29	May 14, 1854	98	1,057	3,500	Sent home 85 sperm, 382 whale, 21,993 bone.
.....do	Oct. 19	May 22, 1854	159	1,192	7,000	Sent home 121 sperm, 270 whale, 5,936 bone.
.....do	June 14	Jan. 21, 1851	115	.....	.....	Returned in consequence of illness of Captain Alden.
Pacific Ocean ..	Sept. 12					Sent home 536 sperm, 150 whale; lost on Isle of Sol January 9, 1854.
.....do	Oct. 15	May 21, 1853	243	2,726	19,800	Sold to New Bedford, 1853; sent home 79 sperm.
Atlantic	Apr. 10	Sept. 19, 1851	305	2	.....
.....do	May —	Oct. 7, 1851	360	6	.....
.....do	Dec. 22	Dec. 7, 1852	140	64	.....
.....do	Apr. 16	Aug. 25, 1851	510	18	.....
.....do	Aug. 20	Aug. 9, 1852	422	150	1,500	
.....do	July 18	June 11, 1852	449	22	.....	Added 1850, from Provincetown.
.....do	Aug. 7	Oct. 1, 1851	321	7	.....
Atlantic	Dec. 4	May 26, 1853	330	8	.....
.....do	June 12	Aug. 24, 1851	602	.....	.....	Added, 1850, from Fairhaven.
Indian Ocean ..	July 2	Sept. 21, 1851	400	30	.....	The 30 barrels were blackfish
Atlantic	Oct. 7	Oct. 4, 1852	244	20	.....	Sent home 100 barrels oil.
Pacific Ocean ..	July 15	July 10, 1853	1,011	.....	.....
Atlantic	Oct. 30	Sept. 19, 1851	405	12	.....
.....do	May 2	Sept. 2, 1851	141	25	Bought from Mattapoisett 1849.
.....do	July 2	Apr. 28, 1854	31	3	Sent home 225 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850.				
<i>Edgartown, Mass.</i>				
Vineyard	Ship ..	381	Edwin Coffin	Benjamin Worth
<i>Nantucket, Mass.</i>				
Alpha	Ship ...	347	Joseph Congdon	Hadwen & Barney
American	do ..	32	Frederick W. Luce	R. F. Gardner
Apphia Maria	do ..	260	Hiram Folger	John H. Shaw
Atlantic	do ..	321	Zenas M. Coleman	R. F. Gardner
Columbia	do ..	321	William Cash	C. G. & H. Coffin
Enterprise	do ..	411	Charles B. Swain, 2d ..	E. W. Gardner
Maria	do ..	367	David Baker	J. W. Barrett & Sons ..
Mohawk	do ..	350	Oliver C. Swain	I. & P. Macy
Monticello	do ..	365	John M. Folger	J. H. Shaw
Nantucket	do ..	350	Richard C. Gibbs	H. G. O. Dunham
Ontario	do ..	354	Obed Cathcart	J. W. Barrett & Sons ..
Paragon	Bark ..	309	Thomas Nelson	H. G. O. Dunham
Tyleston	Brig ...	111	Shadrach Gifford	Zenas Adams
Young Hero	Ship ...	304	Samuel C. Wyer	G. & M. Starbuck
<i>Dartmouth, Mass.</i>				
Gov. Hopkins	Ship ...	111	— Briggs	A. R. Tucker
<i>Provincetown, Mass.</i>				
A. Nickerson	Schooner	106	— Sparks	J. H. Hilliard
Belle Isle	do ..	104	— Turner	Ebenezer Cook
C. Allstrum	do ..	106	— Snow	John Adams
Cadmus	do ..	115	— Soper	Samuel Soper
Chanticleer	do ..	87	— Cook	Samuel Cook
Council	do ..	100	— Higgins	H. P. Higgins
E. Nickerson	Brig ...	131	— Nickerson	Enoch Nickerson
Franklin	do ..	172	— Soper	Samuel Soper
Harriet Neal	Schooner	125	— Bush	R. L. Thatcher
H. N. Williams	do ..	106	— Young	Philip Cook
Jane Howes	Brig ...	107	— Young	J. E. Bowley
John Adams	Schooner	104	— Freeman	John Adams
Lewis Bruce	Brig ...	111	— Young	B. Allstrum
Louisa	Schooner	109	— Young	S. Cook
Medford	Brig ...	107	— Dyer	Ephraim Cook
Parker Cook	Bark ...	135	— Cook	do
R. E. Cook	Schooner	80	— Cook	John Dunlap
Renzel	do ..	105	— Iverson	J. E. Bowley
Sam'l Cook	Brig ...	124	— Handy	S. Cook
Shylack	Schooner	115	— Hersey	Nathaniel Holmes
Spartan	Bark ...	196	— Cook	Stephen Nickerson
Union	Schooner	90	— Smith	Jonathan Nickerson
Vesta	do ..	98	— Rich	Philip S. Rich
Virginia	do ..	115	— Morton	Winnor Snow
Walter Ervin	do ..	130	— Nickerson	Atkins Nickerson
Walter K	do ..	114	— Tillson	Henry Cook
Willis Putnam	do ..	100	— Foster	E. L. Smith
<i>Holmes' Hole, Mass.</i>				
Malta	Bark ...	150	— Daggett	Thomas Barrows
Ocmulgee	Ship ...	452	— Cottle	Thomas Bradley
Pocahontas	do ..	341	— Dias	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
North Pacific ..	Nov. 29	Mar. 14, 1853	Bbls. 650	Bbls. 2, 156	.....	Sent home 112 sperm, 11,173 pounds bone.
Pacific Ocean ..	Aug. 17	July 25, 1854	1, 027	.....	.....	Sold to Edgartown.
.....do	Aug. 17	July 16, 1853	306	22	.....	Bought from Portsmouth, N. H.; built 1846.
.....do	July 25	Aug. 24, 1854	340	282	.....	Sent home 90 barrels sperm.
.....do	July 7	Nov. 10, 1853	1, 330	.....	.....	Thobone with the oil sent home on the voy-
.....do	Oct. 13	May 23, 1854	.....	1, 634	19, 400	age brought \$22,000.
North Pacific ..	July 10	May 23, 1854	674	1, 194	10, 000	Captain Swain left the ship at Talosnano.
Pacific Ocean ..	Sept. 15	.....	1, 236	30	.....	Sent home 15,630 bone.
North Pacific ..	May 29	Apr. 20, 1854	1, 890	70	.....	Captain Baker came home sick. Con-
Pacific Ocean ..	Sept. 10	Sept. 6, 1853	604	1, 004	.....	demned at Rio Janeiro September 1854.
.....do	June 8	Aug. 31, 1854	1, 022	63	.....	Built 1850 at Medford.
.....do	Sept. 12	.....	700	.....	.....	Sold 80 barrels whale.
.....do	Nov. 22	.....	.....	.....	.....	Sent home 769 sperm, 100 whale.
Atlantic	Sept. 2	May 4, 1851	22	.....	.....	Condemned at Tahiti; oil shipped to Eng-
Pacific Ocean ..	Nov. 4	June 27, 1855	1, 275	.....	.....	land.
Atlantic	Aug. 15	May 23, 1851	48	14	.....	Built 1850 at Medford; sent home and sold
Atlantic	Apr. 9	Oct. 17, 1850	41	.....	.....	210 sperm; lost March 20, 1853, on
.....do	Apr. 16	Oct. 19, 1850	142	.....	.....	Strong's Island.
.....do	Apr. 30	July 20, 1851	30	20	.....	Edward Narbeth, first mate, died.
Sta. of Belleisle	June 4	Sept. 9, 1851	77	.....	.....	The 14 barrels were blackfish.
Atlantic	May 15	Sept. 1, 1850	147	35	.....	Added 1850.
Sta. of Belleisle	May 23	Sept. 13, 1850	.....	50	.....	Added 1850; withdrawn 1852.
Atlantic	Apr. 23	Oct. 27, 1850	227	.....	.....	Withdrawn 1852.
.....do	Mar. 13	Oct. 27, 1850	115	.....	.....	Added 1850.
.....do	Apr. 17	Oct. 27, 1850	60	.....	.....	Added 1850; sailed again December 27,
.....do	Apr. 17	Sept. 22, 1850	247	.....	.....	1850; returned August 17, 1851, with 360
.....do	Apr. 3	Sept. 18, 1850	160	.....	.....	barrels sperm, 100 barrels whale.
North Atlantic	Feb. 25	Sept. 2, 1850	75	.....	.....	Sailed again December 20, 1850; returned
Atlantic	Apr. 8	Oct. 27, 1850	70	.....	.....	September 26, 1851, with 245 sperm, 60
.....do	Apr. 30	Nov. 1, 1851	4	.....	.....	whale.
.....do	Apr. 10	June 26, 1851	134	25	.....	Added 1850; sailed again December 25,
.....do	Apr. 17	Nov. 3, 1851	350	.....	.....	1850; returned October 18, 1851, with 75
.....do	Apr. 10	Aug. 13, 1850	130	.....	.....	barrels sperm.
North Atlantic	Feb. 25	Oct. 24, 1850	210	.....	.....	Added 1850.
Atlantic	Apr. 17	Nov. 1, 1850	140	.....	.....	Added 1850.
.....do	Apr. 17	Oct. 18, 1850	90	.....	.....	Added 1850.
.....do	Mar. 25	Dec. 24, 1850	560	.....	.....	Added 1850.
.....do	May 1	Oct. 1, 1850	110	.....	.....	Added 1850.
.....do	June 8	Sept. 18, 1850	.....	80	.....	Added 1850; humpback; withdrawn 1851.
.....do	June 16	Nov. 27, 1850	246	.....	.....	Added 1850.
.....do	Apr. 27	Sept. 19, 1850	315	.....	.....	Added 1850.
.....do	Apr. 20	Nov. 20, 1850	200	.....	.....	Added 1850; clean.
North Atlantic	Apr. 20	Nov. 6, 1850	.....	.....	.....
Pacific Ocean ..	July 16	May 6, 1852	.....	Clean	.....	Sold 1852; sent home 263 sperm.
North Pacific ..	Sept. 20	Apr. 4, 1854	105	2, 320	Sent home 68 sperm, 707 whale, 4,900 bone.
Pacific Ocean ..	July 10	May 7, 1853	324	1, 720	1, 000	Sent home 16,998 bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850.				
<i>Boston, Mass.</i>				
Rothschild	Bark	261	— Small	Philip A. Locke
<i>Beverly, Mass.</i>				
B. Franklin	Brig	164	— Brown	F. W. Choate
<i>Truro, Mass.</i>				
Eschol	Brig	143	— Smith	Richard Sevens
<i>Wareham, Mass.</i>				
G. Washington	Ship	374	Benjamin F. Gibbs ..	S. C. Gibbs
<i>Warren, R. I.</i>				
Dolphin	Bark	325	— Cutter	R. B. Johnson
Hector	do	225	— Cole	do
Wm. Henry	do	180	J. H. Jolls	S. P. Child
<i>Newport, R. I.</i>				
Helen Augusta	Ship	530	Nathaniel Fales, jr. .	J. S. Munroe
<i>Providence, R. I.</i>				
Ocean	Ship	567	E. A. Swift	Edward Pearce
<i>Mystic, Conn.</i>				
Leander	Bark	213	R. Glover	Charles Mallory
<i>New London, Conn.</i>				
Alert	Ships ..	398	— Bolles	Williams & Haven ..
Bengal	do	304	— Phillips	Thomas Fitch, 2d ..
Catharine	do	384	— Hull	do
Dromo	do	306	— Starr	do
Electra	do	348	— Clark	Williams & Barnes ..
Friends	do	403	— Low	Benjamin Brown Sons ..
George and Mary	do	356	— Greene	Lyman Allyn
Hy. Thompson	do	315	— Holme	Frink, Chew & Co ..
India	do	433	— Millor	Williams & Haven
John and Elizabeth	do	296	— Chappell	do
Lark	Bark	388	— Kelley	Perkins & Smith
Merrimack	Ship	414	— Deatin	Williams & Haven ..
McLellan	do	376	— Perkins	Perkins & Smith
Neptune	do	285	— Allen	Williams & Haven
North Star	do	399	Robert Brown	Williams & Barnes ..
Peruvian	do	388	— Brown	E. V. Stoddard
Phoenix	do	404	— Brewster	Miner Lawrence & Co ..
Tenedos	Bark	245	— Middleton	do
W. T. Wheaton	do	437	James Green	James Green

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
N. and S. Atl.	June 6	Apr. 24, 1851	300	.....	.....	Added 1850.
Atlantic	Dec. 14	Nov. 17, 1850	350	.....	.....	Added 1850; sailed again December 14, 1850; returned April 27, 1852, with 500 sperm, 2 whale.
Atlantic	Mar. 13	Nov. 5, 1850	130	.....	.....	Added 1849.
North Pacific	Aug. 7	Apr. 24, 1853	.....	2,513	27,700	Sent home 172 sperm, 13,683 bone.
Indian Ocean	Nov. 15	Sept. 5, 1853	250	1	.....	Built 1850 at Somerset.
do	Aug. 5	Nov. 22, 1853	600	.....	.....	Added 1850.
do	July 8	Feb. 2, 1854	441	.....	.....
North Pacific	Dec. 10	May 1, 1854	.....	1,680	.....	Sent home 10,286 bone; bought from New York 1850.
North Pacific	Aug. 6	May 10, 1853	.....	4,200	54,000	Added 1850; sold to Warren 1853; sent home 306 sperm, 28,250 bone.
South Atlantic	July 5	July 31, 1852	408	311	1,900	Captain G'over came home sick 1851; sent home 100 sperm.
North Pacific	June 18	May 21, 1853	205	2,402	27,800	Sent home 14,500 pounds bone.
Ind. and N. P.	Sept. 25	Mar. 24, 1856	14	931	.....	Sent home 1,533 whale, 10,500 bone; shipped some oil to London; rebuilt in 1856, and named Northwest.
North Pacific	July 9	Apr. 20, 1854	82	751	8,500	Sent home 4,341 whale, 45,839 bone.
Ind. and N. P.	Oct. 3	May 2, 1854	.....	223	3,000	Sent home 110 sperm, 1,878 whale, 40,216 pounds bone.
North Pacific	June 1	Mar. 30, 1854	40	1,052	17,600	Sent home 211 sperm, 3,363 whale, 51,638 bone.
do	July 25	.....	.....	.....	.....	Sent home on voyage 90 sperm, 1,200 whale, 28,145 bone; sold 500 whale; loaded with guano at Chincha Islands.
do	July 20	Apr. 4, 1853	.....	1,970	28,500	Sent home 1,300 whale; shipped some oil to London.
Ind. and Pac.	Oct. 22	.....	.....	.....	.....	Lost in the ice near Diomed Island July 15, 1851.
North Pacific	Aug. 28	Apr. 13, 1854	.....	2,281	36,200	Sent home some bone; shipped some oil to London.
do	July 20	June 2, 1855	.....	830	.....	Sent home 4½ whale, 12,000 bone.
Indian Ocean	Aug. 15	May 8, 1853	140	1,522	21,000	Sent home 5½ whale.
Ind. and Pac.	Oct. 17	July 7, 1853	280	4,983	40,000	
Davis's Strait	Mar. 7	Oct. 22, 1850	.....	450	7,000	
Ind. and N. P.	May 7	.....	.....	.....	.....	Shipped oil to London; withdrawn 1857; sold and broken up at Sandwich Islands; sent home 235 sperm, 3,101 whale, 12,925 bone.
North Pacific	July 30	June 5, 1855	.....	660	8,200	Sent home 2,007 whale, 22,497 bone; bought from Philadelphia 1850.
Desolation Isl.	Sept. 11	July 21, 1852	15	2,247	9,100	Sent home 60 sperm.
Ind. and Pac.	Nov. 7	May 24, 1853	30	2,150	31,500	
North Pacific	Sept. 3	Apr. 19, 1853	1,856	.....	.....	Sent home 32,292 pounds bone.
do	Sept. 4	Bought from Warren 1850; fourth mate died July, 1853; sold at Honolulu 1853; sent home 82 sperm, 2,658 whale, 15,000 bone; lost March 29, 1855, 60 miles south of San Francisco; sold 1,000 whale and some sperm at San Francisco.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850.				
<i>Stonington, Conn.</i>				
Byron	Bark	170	Wilcox	John F. Trumbull
Charles Phelps	Ship	362	Burch	C. P. Williams
Eugene	do	237	Pendleton	do
Fellowes	do	268	Pendleton	do
Mary and Susan	do	392	Brown	do
Newburyport	do	341	Lester	J. F. Trumbull
Prudent	Bark	226	Nash	C. P. Williams
<i>Greenport, L. I.</i>				
Caroline	Ship	252	Hedges Babcock	Ireland, Wells & Carpenter.
Pioneer	Bark	235	Weeks	David G. Floyd
Roanoke	do	252	Haud	Parsons & Brown
<i>Sag Harbor, L. I.</i>				
Ann	Bark	299	J. Steen	Thomas Brown
Charlotte	Brig	230	Winters	William R. Post
Jefferson	Ship	43	Hunting	T. Brown
Odd Fellow	Bark	236	Hedges	do
Ontario	Ship	480	Brown	W. R. Post
Washington	do	340	Rose	Hunting Cooper
<i>New Suffolk.</i>				
Gentleman	Bark	227	Cartwright	Ira B. Tothill
1851.				
<i>New Bedford, Mass.</i>				
Abm. H. Howland	Ship	414	P. Poase	Abra. H. Howland
Alexander	do	421	J. Ryan	John A. Parker
Alexander Coffin	do	381	Parrington	Jonathan Bourne, jr. ..
Alice Frazier	Bark	406	D. H. Taber	Lemuel Kollock
Alice Mandell	Ship	42	P. S. Wing	Charles R. Tucker & Co
Alto	Bark	253	Carr	Richmond & Wood
Alfred Gibbs	Ship	425	Isaac H. Jenney	Wood & Nye
America	do	418	L. Fisher	I. Howland, jr., & Co ..
America	Bark	257	Abner West	Jos. A. Beauvais
Anadir	do	615	J. H. Swift	Swift & Peery
Atlantic	do	367	Luce	Hathaway & Luce
Baltic	do	390	Jethro B. Brooks	Randall & Stead
Barrstable	Ship	373	R. M. Corn	William F. Dow
Benj. Tucker	do	340	B. R. Sands	Charles R. Tucker & Co
Bramin	do	24	Childs	Gideon Allen
Bartholomew Gosnold	do	356	C. B. Heustis	I. Howland, jr., & Co ..
Cambria	do	361	J. Cottle	James B. Wood & Co ..
California	do	398	D. D. Wood	I. Howland, jr., & Co ..
Canada	do	54	Thomas West	Barton Ricketson
Canton, 2d	do	280	Folger	C. R. Tucker & Co
Chandler Price	do	441	J. Taber	William G. E. Pope

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Patagonia	May 25	Feb. 26, 1853	.....	240	25,000	
North Pacific ..	Oct. 1	Jan. 23, 1853	336	2,600	32,000	
do	Oct. 5	Apr. 28, 1853	.....	2,007	27,000	
do	Sept. 21		.....			Sent home 7,500 pounds bone.
do	Oct. 1	May 24, 1854	90	1,000	1,600	Sent home 3,500 bone; condemned at Honolulu December 5, 1853.
do	Aug. 8	Mar. 21, 1853	.....	2,136	25,500	Sent home 9,309 bone.
N. W. Coast	Oct. 8	May 31, 1853	.....	1,107	16,800	Third mate, William Hancox, and boat's crew lost October 13, 1851; sent home 150 sperm, 22,000 pounds bone.
						Sent home 20,700 pounds bone, 2,419 whale; sold to Greenport 1853.
South Atlantic ..	Aug. 7	July 9, 1853	920	75	.....
do	Jan. 19	Sept. 9, 1851	200	60	550	Added 1849.
do	June 4	Apr. 5, 1853	224	1,080	7,500	Sent home 40 sperm, 100 whale.
North Pacific ..	Oct. 9	Apr. 7, 1853	32	730	7,500	Sent home 150 whale.
South Pacific ..	July 25	May 28, 1852	307	2	.....	Added 1850; sent home 316 sperm.
Arctic Ocean ..	Nov. 17	Mar. 24, 1853	24	2,872	29,000	Sent home 600 whale, 18,000 pounds bone.
South Atlantic ..	July 26	June 2, 1852	401	330	1,900	Added 1850.
North Pacific ..	Sept. 4		.....			Captain Brown killed while "cutting in" 1853; sent home 230 whale.
do	Sept. 4		.....			Lost on Pitt's Island 1851; sent home 10,000 pounds bone.
do	June —	May 20, 1852	.....	1,385	10,500	Sold to Sag Harbor 1852.
North Pacific ..	Aug. 19		.....		
do	June 11	Apr. 12, 1855	.....	2,350	17,100	Sent home 45 sperm, 1,858 whale, 17,100 bone; lost at Honolulu December, 1852.
do	Nov. 13	May 12, 1854	78	2,272	6,000	Sold 50 whale at Honolulu; sent home 600 whale, 17,500 bone.
do	Sept. 10	Sept. 4, 1855	136	.....	12,000	From California trade; restored 1851; sent home 28,337 bone.
do	Sept. 10	Apr. 10, 1855	85	1,729	4,900	Bought from Boston 1851; built 1848; sent home 831 whale, 14,081 bone; sold 1,100 whale at Melbourne.
Atl. and Indian ..	Sept. 8	Feb. 22, 1854	1,506	.....		Added 1851; sent home 31,960 bone.
North Pacific ..	Nov. 13	July 20, 1854	206	1,634	.....	Sent home 63 sperm.
do	June 25	June 21, 1854	157	2,094	8,200	Built at Bath, Me., 1851; sent home 46 sperm, 150 whale, 19,227 bone.
Atlantic	July 24	Oct. 2, 1852	400	2	.....	Sent home 18,000 bone; withdrawn 1854.
North Pacific ..	Jan. 2	Mar. 16, 1854	.....	2,408	18,800	
Atlantic, &c.	Oct. 31	July 17, 1854	1,097	126	600	Formerly United States store-ship Erie; bought from New York 1850; withdrawn 1851; sent home 500 whale, 28,000 bone.
North Pacific ..	Nov. 16	Mar. 24, 1855	107	1,654	11,000	Built at New Bedford 1851; sent home 444 sperm.
Pacific Ocean ..	May 6	Aug. 4, 1855	824	257	.....	Bought from Providence 1851; sold 97 whale at Honolulu; sent home 400 sperm, 600 whale, 24,043 bone.
North Pacific ..	Nov. 5	May 30, 1855	194	838	8,300	Bought from Boston 1851; sent home 110 sperm.
do	Sept. 9		.....			Sent home 664 whale, 15,858 bone.
Pacific Ocean ..	July 15	Apr. 20, 1854	142	2,435	.....	Lost in Arctic September 25, 1852.
North Pacific ..	Sept. 3	May 10, 1854	182	1,596	11,500	Sent home 23,124 bone.
do	Oct. 22	May 24, 1854	136	2,110	8,800	Sent home 900 whale, 39,300 bone.
do	Oct. 1	Apr. 2, 1853	.....	1,200	8,000	Sent home 17,200 bone.
Pacific Ocean ..	July 31	June 20, 1855	1,171	2	.....	Added 1851; sent home 010 whale, 13,827 bone.
North Pacific ..	July 25	May 1, 1854	3,297	33,700	Sold part of her cargo at Sydney.
						Sent home 25 sperm, 500 whale, 29,730 bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
<i>New Bedford, Mass.—Continued.</i>				
Citizen	Ship ...	464	Thomas A. Norton....	I. Howland, jr., & Co....
Corinthian	do	401	A. Stewart	George Howland
Coul's Howland	do	431	S. W. Crosby	Edward W. Howland
Cochetot	Bark	230	—— Hosmer	I. H. Bartlett & Son
Cortez	Ship	382	P. Cromwell	G. Howland
Cherokee	Bark	961	P. Smith	Hathaway & Luce
Charleston Packet	do	184	H. Lewis	Thomas Knowles & Co
Congress	Ship	339	—— Mendall	Edward C. Jones
Cowper	do	391	N. C. Fisher	Benjamin B. Howard
Congaree	do	391	M. Malloy	Thomas Wilcox
Draco	Bark	257	George Kimball	J. Bourne, jr
Dartmouth	Ship	336	—— Manchester	I. Howland, jr., & Co
Dominga	Bark	930	—— Tripp	John L. Anthony
Draper	Ship	291	G. Coffin	Henry F. Thomas
Emma	Bark	246	Jeremiah Austin	Rodney French
Eliza Dunbar	do	257	Benjamin Ellis	W. & G. D. Watkins
Eliza Adams	Ship	403	—— Smith	E. C. Jones
Elizabeth	do	399	—— Baker	T. & A. R. Nye
Endeavour	Bark	252	Jacob Howland	Abraham Ashley, 2d
Enterprise	Ship	291	H. Jeruegan	Charles Hitch
Eugenia	Bark	356	William Wood	Swift & Allen
Euphrates	Ship	365	Thomas M. Peakes	E. W. Howland
Europa	do	380	—— Weeks	E. C. Jones
Emerald	do	359	J. Munkley	Henry F. Thomas
Florida	do	330	J. C. Little	E. C. Jones
Frances Henrietta	do	407	George Swain	Samuel W. Rodman
Fabius	do	432	J. S. Smith	C. R. Tucker & Co
Garland	do	243	J. King	R. French
Geo. Washington	do	609	—— Edwards	I. Howland, jr., & Co
Geo. Washington	Bark	242	W. O. Harpe	C. Hitch
Goloonda	Ship	331	F. Dougherty	G. Howland
Good Return	do	376	B. F. Wing	H. Taber & Co
Gratitude	do	337	—— Cornell	Swift & Allen
Gypsy	Bark	356	—— Mickell	I. Howland, jr., & Co
Helen Snow	do	300	Shubael Brayton	Cook & Snow
Herald, 2d	Ship	303	H. A. Slooam	T. & A. R. Nye
Henry Kneeland	do	304	W. H. Vinal	R. B. Howard
Hibernia, 2d	do	551	—— Jeffrey	Seth H. Ingalls
Hillman	do	383	Chris. Cook	H. Taber & Co
Hope, 2d	do	295	—— Gifford	Wilcox & Richmond
Hunter	do	453	John S. Holt	J. Bourne, jr
India	do	366	F. E. Stranburg	A. H. Howland
Ionia	Bark	234	—— Coggeshall	Cranston Wilcox
Isaac Howland	Ship	399	—— West	I. Howland, jr., & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
North Pacific ..	Oct. 29	.....	.....	.....	.....	Formerly in California trade; added 1851; lost 300 miles nor. h of East Cape October 14, 1853; 6 of the crew lost, and 1 died subsequently; sent home 69 sperm.
Pacific Ocean ..	June 4	June 11, 1854	916	539	1,900	Sent home 3,125 bone.
North Pacific ..	Aug. 19	Apr. 6, 1854	106	2,357	15,200	Built at New Bedford 1851; sent home 396 whale, 32,007 bone.
Atlantic	Dec. 10	Apr. 17, 1854	454	150	600	
Pacific Ocean ..	June 26	Apr. 12, 1853	48	2,576	11,100	Sent home 64 sperm.
do	Aug. 19	Apr. 27, 1855	.....	1,108	14,900	Sent home 8,249 bone.
Indian Ocean ..	Apr. 19	July 10, 1853	275	6	.....
do	Dec. 3	May 8, 1854	153	207	6,100	
North Pacific ..	Sept. 10	May 6, 1855	.....	3,217	20,900	Sent home 231 whale, 22,400 bone.
Pacific Ocean ..	May 8	May 6, 1853	1,177	7	.....
Indian Ocean ..	May 22	Apr. 13, 1854	1,188	.....	.....
North Pacific ..	Sept. 1	Mar. 23, 1854	906	2,697	.....	Sent home 20,100 bone.
Atlantic	Nov. 20	June 3, 1854	47	363	1,300	Added 1851; built 1831; bought from Boston.
North Pacific ..	Oct. 11	Apr. 27, 1855	215	1,403	16,400	Sailed September 2; returned leaking 1,900 strokes in 24 hours.
Pacific Ocean ..	Dec. 11	.....	.....	.....	.....	Burned by the crew at Paita October 15, 1853, with 650 barrels of oil on board.
Indian Ocean ..	June 19	May 9, 1854	1,117	.....	.....	Built at Mattapoisett 1851.
North Pacific ..	Nov. 3	Sept. 23, 1854	184	1,220	14,000	Added 1851; sent home 457 sperm, 1,400 whale, 12,624 bone; sold 130 sperm at Valparaiso.
Pacific Ocean ..	Nov. 11	June 9, 1855	2,060	.....	.....
South Seas	Oct. 26	June 1, 1854	80	1,788	.....	First mate, Mr. Johnson, killed by a whale 1853; sent home 156 sperm.
North Pacific ..	July 26	Apr. 5, 1854	8	1,664	16,000	Captain Jernegan died at sea September 28, 1853; sent home 116 sperm, 360 whale, 15,223 bone.
Pacific Ocean ..	May 26	July 5, 1855	318	135	.....	Bought from New York 1851; sent home 765 sperm, 143 whale.
North Pacific ..	July 1	July 6, 1854	512	1,738	6,000	Sent home 10,446 bone.
do	Oct. 14	Mar. 1, 1854	62	2,636	20,260	Built at Mattapoisett 1851; sent home 25 whale, 5,620 bone.
Pacific Ocean ..	Nov. 16	July 3, 1856	553	.....	.....	Sent home 350 sperm; Captain Munkley died May 8, 1856.
Ind. and Pac. ..	May 19	May 26, 1853	242	2,149	.....	Sent home 21 sperm, 11,000 bone.
North Pacific ..	June 17	Apr. 22, 1855	.....	470	1,700	Sent home 120 sperm, 1,288 whale, 25,600 bone.
do	July 14	Mar. 13, 1854	32	1,468	19,500	Sent home 952 whale.
Atlantic	May 6	Sept. 9, 1853	73	.....	.....
North Pacific ..	Nov. 4	May 31, 1855	52	2,505	800	George Washington made one whaling voyage from New London; bought from New York 1851; built at New Bedford for a Liverpool packet 1839; sent home 50,420 bone; took in all 7,000 whale and 75 sperm; an extraordinary voyage.
Atl. and Ind. ..	Nov. 6	Dec. 3, 1853	54	3	.....	Sent home 258 sperm; Second Mate A. B. Smith died March, 1853.
North Pacific ..	July 31	Apr. 11, 1855	9	1,033	12,100	Sent home 12,418 bone.
do	Sept. 2	Apr. 6, 1855	.....	2,625	22,800	Sent home 223 sperm, 1,440 whale, 26,431 bone.
do	Aug. 14	June 24, 1854	60	2,031	5,600	Sent home 19,000 bone.
Indian Ocean ..	Dec. 2	Sept. 17, 1855	1,640	.....	.....	Built at Fairhaven 1851.
do	July 17	May 12, 1854	667	.....	.....	Built at Bath, Me., 1851; second mate, Mr. Lumm, died at sea June 15, 1853.
North Pacific ..	July 21	Mar. 31, 1855	.....	1,387	6,000	Sent home 120 sperm, 18,777 bone.
do	Aug. 16	Apr. 5, 1854	222	2,314	16,200	Sent home 19,203 bone.
do	Dec. 4	Apr. 18, 1855	1	1,511	21,300	Added 1851; withdrawn 1855.
do	July 11	Mar. 17, 1854	.....	2,540	29,500	Built at New Bedford 1851; sent home 30,790 bone.
Pacific Ocean ..	Nov. 1	Apr. 12, 1857	965	30	.....	Sent home 1,235 sperm.
North Pacific ..	Oct. 29	Mar. 15, 1854	77	1,740	15,400	Built at Gardiner, Me., 1851; sent home 93 sperm, 825 whale, and 16,410 bone.
do	Aug. 20	Apr. 20, 1855	.....	1,234	9,000	Boat's crew lost at Rorotonga December 20, 1854; sent home 21,233 pounds bone.
Indian Ocean ..	Sept. 20	Oct. 18, 1854	1,193	.....	.....	Bought from New York 1851.
North Pacific ..	July 23	Apr. 24, 1854	59	2,771	31,300	Sent home 1,874 whale and 24,750 bone.

Table showing returns of whaling-vessels.

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
<i>New Bedford, Mass.—Continued.</i>				
James Allen	Ship	353	A. Newcomb	G. Allen
James Andrews	Bark	275	H. Beetle	C. Hitch
James Edward	Ship	434	R. Luca, Jr	George F. Barker
Janus	do	321	J. Cornell	T. & A. R. Nye
James Maury	do	325	— Whelden	C. R. Tucker & Co
John Howland	do	377	— Childs	James H. Howland
John and Edward	do	318	G. H. Cathcart	Wilcox & Richmond
Julian	do	356	— Cleveland	Hathaway & Luce
J. E. Donnell	Bark	348	William Earl	Swift & Allen
Katusoff	Ship	415	— Pierce	H. F. Thomas
Lancaster	do	383	E. C. Almy	T. & A. R. Nye
Lexington	Bark	201	— Tilton	B. B. Howard
Liverpool, 2d	Ship	428	W. J. Swift	T. Wilcox
Logan	do	302	A. Tucker	I. Howland, jr., & Co
L. C. Richmond	do	341	D. Cochran	J. B. Wood & Co
Magnolia	do	396	G. L. Cox	William G. E. Pope
Manuel Ortiz	Bark	351	C. H. Cole	Weston Howland
Marengo	Ship	426	— Devoll	J. Bourne, jr
Maria Theresa	do	330	J. Taylor	T. & A. R. Nye
Mary and Martha	do	317	— Slocum	B. Ricketson
Majestic	do	297	T. Percival	S. Thomas & Co
Menkar	do	371	Joseph Pease	Philip Anthony
Milton	do	388	— Jones	H. Taber & Co
Milwood	Bark	254	T. E. Pease	G. Allen
Margaret Scott	Ship	307	B. C. Eldridge	R. French
Massachusetts	do	364	J. E. Bennett	W. F. Dow
Milo	do	401	George H. Sowie	C. C. Jones
Minerva, 2d	do	291	— Reynolds	T. Knowles & Co
Messenger	do	291	— Baker	J. R. Thornton
Moctezuma	do	436	W. E. Tower	John P. West
Martha, 2d	Bark	360	G. S. Tooker	W. O. Brownell
Natches	Ship	523	Worthen Hall	S. Thomas & Co
Nautilus	do	372	Alexander Seabury	G. Allen
Newton	Bark	283	— Sherman	J. Bourne, jr
Nimrod	Ship	340	N. C. Cary	W. Gifford
Navy	do	356	J. W. Norton	J. B. Wood & Co
Nye	Bark	211	D. Baker	Abner R. Tucker
Ohio	Ship	383	— Norton	Ed. W. Howland
Olympia	do	296	James Russell	William Phillips
Orosimbo	do	588	— Johnson	B. Ricketson
Oseola	Bark	158	— King	William C. N. Swift
Ospray	do	238	T. Macomber	Swift & Allen
Peri	do	205	— Higgins	R. French
Phoenix	Ship	423	— Bellows	J. A. Parker
Pioneer	Bark	231	F. Billings	J. D. Thompson
Parachute	Ship	331	William A. Barton	B. B. Howard

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Ind. and Pacific.	May 14	Mar. 18, 1855	Bbls. 1,561	Bbls.	Lbs.	
Atl. and Indian.	June 2	Nov. 4, 1853	400	16	.....	Bought from New York 1851; built 1847; sent home 331 sperm.
North Pacific..	Sept. 11	.....	.....	.....	.....	Added 1851; sent home on voyage 170 sperm, 330 whale, 15,000 pounds bone; sold 350 whale; lost 1854.
....do.....	Nov. 4	Apr. 21, 1854	120	1,090	19,700	Sent home 1,038 whale; sold 170 sperm at Lahaina.
....do.....	Oct. 21	Sept. 26, 1855	21	1,844	11,600	Sent home 10 sperm and 160 whale.
Pacific Ocean..	Nov. 17	June 10, 1854	53	2,365	24,000	Sent home 10,213 pounds bone.
North Pacific..	May 21	July 24, 1854	65	981	17,500	Sold 110 whale at Talcahuano; sent home 267 sperm and 10 blackfish.
....do.....	Nov. 24	June 16, 1854	163	2,636	.....	Sent home 30,104 pounds bone.
....do.....	Aug. 28	May 7, 1853	112	2,286	38,800	
....do.....	Sept. 9	May 3, 1855	.....	1,412	2,100	Second mate, George W. Clark, died 1853; sent home 1,350 sperm and 39,066 bone.
....do.....	July 2	May 14, 1854	40	1,101	9,500	Sent home 70 sperm and 693 whale.
Atlantic.....	Apr. 3	Oct. 22, 1852	129	.....	.....	Bought from Providence 1850.
North Pacific..	Nov. 18	.....	.....	.....	.....	Sent home 375 whale and 35,000 bone; wrecked in Behring Straits July 20, 1853; got into St. Lawrence Bay and was condemned and sold.
....do.....	Aug. 12	June 10, 1854	200	1,800	.....	Sent home 180 sperm.
....do.....	July 1	July 8, 1854	219	1,692	11,900	Sent home 225 sperm, 266 whale, and 22,044 pounds bone.
....do.....	Sept. 19	May 12, 1854	144	1,632	24,300	Added 1851; sent home 1,983 whale and 25,600 pounds bone.
Pacific Ocean..	July 5	May 1, 1854	19	2,029	.....	Bought from New York 1851; nearly new; sent home 995 whale and 27,470 bone.
North Pacific..	Nov. 22	Apr. 24, 1855	.....	1,579	23,500	Sent home 17,253 pounds bone.
....do.....	June 28	Apr. 8, 1854	.....	1,818	23,300	Sent home 23,700 pounds bone.
....do.....	Nov. 27	Apr. 11, 1855	75	1,133	10,500	Added 1851; sent home 31 whale and 3,665 bone; sold to Boston 1853; condemned and broken up at Buenos Ayres 1859.
....do.....	July 2	Apr. 20, 1853	.....	1,607	21,400	
....do.....	Aug. 18	Apr. 6, 1854	41	2,525	14,100	Sent home 200 whale and 24,700 bone.
Pacific Ocean..	Nov. 1	Apr. 6, 1856	2,050	.....	.....
Atl. and Indian.	May 21	June 27, 1854	311	138	500	Sent home 136 sperm.
North Pacific..	Sept. 26	May 6, 1855	.....	185	3,500	Sent home 171 sperm.
....do.....	Dec. 4	June 5, 1856	186	1,240	19,000	Sent home 104 sperm, 2,039 whale, and 34,985 pounds bone.
....do.....	Nov. 9	May 27, 1855	50	2,788	33,800	Sent home 12 sperm, 64 whale, and 24,800 pounds bone.
....do.....	June 18	May 4, 1855	1	1,092	10,600	Sent home 4,939 pounds bone.
Pacific Ocean..	Nov. 1	Mar. 17, 1855	690	.....	.....
North Pacific..	July 19	Feb. 18, 1854	237	2,925	18,600	Sent home 35,433 pounds bone.
....do.....	Aug. 6	May 11, 1854	7	2,794	27,000	A condemned slaver; bought from New York 1850; sent home 600 whale and 32,510 pounds bone.
....do.....	Oct. 4	Apr. 24, 1855	251	2,621	15,500	Bought from New York 1851; formerly in China trade; sent home 750 whale and 22,950 pounds bone.
Pacific Ocean..	July 8	Apr. 24, 1855	872	10	.....	Built at Fairhaven 1851; second mate, John Smith, drowned in a gale August, 1852; sent home 265 sperm and 6 blackfish.
North Pacific..	Sept. 1	Apr. 8, 1854	61	1,970	10,600	
....do.....	Sept. 13	Mar. 26, 1854	55	2,254	.....	Capt. Cary came home sick 1852; sent home 50 sperm, 50 whale, and 27,983 bone.
....do.....	Oct. 2	Apr. 7, 1855	151	1,400	5,600	Sent home about 500 whale.
Atlantic.....	Apr. 10	Aug. 13, 1853	294	10	.....
North Pacific..	Oct. 9	May 28, 1853	133	2,307	34,700	Added 1850.
....do.....	Aug. 23	Apr. 21, 1855	38	622	3,400	Sent home 17,600 pounds bone.
....do.....	Aug. 15	May 10, 1854	.....	1,620	23,200	Sent home 24,115 pounds bone.
Atlantic.....	July 7	Oct. 1, 1853	167	17	.....	Sent home 114 sperm.
Indian Ocean..	June 4	Oct. 1, 1854	545	.....	.....	Formerly a brig; bought from Baltimore 1851.
Atlantic.....	Dec. 9	Oct. 15, 1853	180	.....	.....	Sent home 49 sperm.
North Pacific..	Aug. 6	Mar. 23, 1854	.....	3,211	34,100	Sent home 40 sperm, 439 whale, and 29,600 pounds bone.
Atlantic, &c....	June 24	Apr. 8, 1854	49	735	7,100	Sent home 14,600 bone; withdrawn 1854.
North Pacific..	Oct. 8	June 2, 1855	52	1,649	10,000	Sent home 14,891 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
<i>New Bedford, Mass.—Continued.</i>				
Richmond	Bark	185	Henry Bonney	E. W. Howland
Roscoe	Ship	363	William C. Hayden	A. Robeson
Robert Morison	Bark	310	Richard Norton	T. Knowles & Co.
Robert Pulsford	Ship	406	A. J. Corey	Edmund Maxfield
Rodman	do	371	W. R. Allyn	C. W. Morgan
Roman	do	375	M. Cumiskey	E. C. Jones
Sarah Sheafe	Bark	400	Thomas Wall	Cranston Wilcox
Scotland	Ship	384	G. A. Smith	O. & E. W. Seabury
Sea Flower	Bark	150	J. W. Bolles	Charles Almy
Stafford	do	206	Hiram Francis	T. & A. R. Nye
Sophia Thornton	Ship	425	— Young	J. R. Thornton
South America	do	616	W. T. Walker	W. O. Brownell
South Carolina	do	306	— Alexander	J. D. Thompson
Thomas Nye	do	460	J. C. Almy	T. & A. R. Nye
Triton, 2d	do	315	— Maynard	C. R. Tucker & Co.
Tropic Bird	Bark	220	— Stanton	W. P. Howland
Two Brothers	Ship	238	E. Nichols	Wood & Nye
Uncas	do	413	— James	A. H. Howland
Vernon	Bark	307	— Little	Charles Hitch
Virginia	do	346	O. P. Seabury	Hathaway & Luce
Waverly	Ship	327	Eph. W. Kempton	David B. Kempton
Wave	Bark	200	Charles Downs	T. Knowles & Co.
William C. Nye	Ship	388	— Adams	C. R. Tucker & Co.
Zephyr	do	361	Thomas M. Gardner	Alexander Gibbs
<i>Fairhaven, Mass.</i>				
Albion	Ship	326	— Soule	E. Sawin
Bruce	Bark	172	— Dyer	James Tripp, 2d
Clifford Wayne	Ship	305	— Davis	E. Sawin
Columbus	do	382	— Crowell	Gibbs & Jenney
E. L. B. Jenney	do	380	— Marsh	do
Florida	do	524	Isaiah West	Fish, Robinson & Co.
General Scott	do	313	— Fisher	L. C. Tripp
George	do	366	— Marston	Rouben Fish
Heroine	do	337	T. M. Pease	Nathan Church
Lively	Schooner	104	— Pierce	Fish & Robinson
Lydia	Ship	351	Henry F. Worth	F. R. Whitwell
Navigator	do	416	— Fish	William G. Blackler
Niagara	do	538	Benjamin Clough	N. Church

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atl. and Indian.	Sept. 8	Oct. 13, 1853	.....	.....	.....	Formerly a brig; rerigged 1851; voyage broken up by desertions of the crew, and she returned with freight.
Pacific Ocean..	Aug. 8	Apr. 8, 1855	1,505	.....	.....	Sent home 60 sperm, 907 whale, and 19,500 pounds bone.
North Pacific..	Oct. 16	May 1, 1854	16	1,102	11,000	Bought from New York 1851; built at Philadelphia, 1832; sent home 147 sperm, 897 whale, and 19,152 pounds bone.
....do	June 10	.....	.....	.....	.....	Bought from Boston 1851; lost on Christmas Island, February 18, 1853.
....do	Oct. 15	May 24, 1855	102	1,163	11,500	First mate, Mr. Clark, died at sea, 1852; sent home 125 sperm, 1,656 whale, and 18,153 pounds bone.
Pacific Ocean..	Dec. 21	Sept. 1, 1855	381	1,765	12,400	Second mate, C. L. Thomas, killed by a whale 1852; sent home 161 sperm, 144 whale, and 20,400 pounds bone.
North Pacific..	Dec. 4	Apr. 24, 1855	.....	1,056	6,100	Bought from New York 1851; sent home 750 whale and 13,000 pounds bone.
....do	June 22	Apr. 25, 1854	58	2,877	.....	Bought from Nantucket 1851.
Atlantic Ocean..	May 15	May 8, 1853	50	19	.....	Formerly a brig; rerigged 1851.
....do	July 8	May 28, 1854	667	49	.....	Bought from Kingston 1851; built 1849; sent home 127 sperm.
North Pacific..	July 11	Mar. 18, 1855	30	2,270	31,600	Built at Bath, Me., 1851; sent home 160 sperm, 959 whale, and 17,208 bone.
....do	Dec. 24	Apr. 22, 1855	.....	2,552	37,500	Bought from Providence 1851; sent home 20 sperm, 1,961 whale, and 25,035 bone.
....do	Apr. 29	.....	.....	.....	.....	Lost 1852; sent home 80 sperm.
Indian, &c	Sept. 4	June 23, 1854	260	2,404	1,000	Built at Fairhaven 1851; sent home 257 sperm, 318 whale, and 7,449 pounds bone.
North Pacific..	Sept. 28	May 22, 1854	.....	289	.....	Built 1851; sent home 80 sperm.
Atlantic	Apr. 19	Sept. 28, 1853	24	88	800	Sent home 137 sperm and 25 whale.
Pacific Ocean..	May 23	Mar. 18, 1854	660	1,187	.....	Sent home 16 075 pounds bone.
North Pacific..	July 18	May 25, 1854	36	1,778	14,300	Added 1851 from New York; sent home 25 sperm and 22,675 pounds bone.
....do	Oct. 9	July 20, 1854	.....	2,052	16,100	.....
Pacific Ocean..	Dec. 16	Apr. 22, 1855	.....	697	10,800	Sent home 10,260 pounds bone.
North Pacific..	July 17	June 19, 1854	2	1,307	3,000	Bought from New York 1851.
Atl. and Indian.	July 17	Mar. 25, 1854	44	62	600	Bought from New London 1851; built at Matapoisett 1832; sent home 220 sperm and 261 whale.
North Pacific..	Aug. 21	May 29, 1854	1	1,550	18,500	Sent home 380 sperm.
Pacific Ocean..	Aug. 5	July 28, 1855	883	5	.....	.....
North Pacific..	Sept. 9	Apr. 20, 1854	370	1,831	1,000	.....
Atlantic, &c ..	July 11	Apr. 20, 1854	200	75	.....	.....
Pacific Ocean..	Sept. 25	June 1, 1855	1,270	.....	.....	Sent home 12,321 pounds bone; did not sail again; sold and broken up, 1858.
North Pacific..	Oct. 29	June 19, 1854	100	2,344	24,700	Sent home 1,200 sperm.
Pacific Ocean..	Sept. 9	May 12, 1856	2,688	.....	.....	Sent home 16,250 pounds bone.
North Pacific..	June 2	Apr. 20, 1854	28	2,760	25,000	Sent home 19,000 pounds bone.
Pacific Ocean..	Oct. 1	May 30, 1855	30	1,434	10,700	Condemned and broken up at Honolulu 1857.
North Pacific..	Sept. 9	.....	.....	.....	.....	Oil—900 barrels—shipped home; fitted from Honolulu; second mate, C. Fuller and five men washed overboard and drowned in a severe gale 1852; badly burned in September, and injured by gale; condemned at Honolulu December 1852.
....do	Sept. 3	.....	.....	.....	.....	Wrecked at sea; added 1851.
Atlantic	July 26	.....	.....	.....	.....	Sent home 950 whale and 38,000 bone.
North Pacific..	Nov. 9	Mar. 12, 1854	.....	1,513	8,400	Sent home 32,877 bone; bought from Boston; built 1839; sold to Boston 1853, for merchant-service.
....do	Sept. 15	Apr. 20, 1854	.....	2,310	17,000	Built at Fairhaven 1851; sent home 1,850 whale and 47,498 pounds bone; sold 160 whale at Valparaiso.
....do	Oct. 9	Feb. 17, 1854	62	3,063	16,000	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
<i>Fairhaven, Mass.—Continued.</i>				
Northern Light	Ship	513	William Stott.....	Edmund Allen
Pacific	do	314	— Pease	R. Fish
South Boston	do	339	— Williams	E. Sawin
William and Henry	do	261	— Mayhew	I. F. Terry
Zone	do	365	Avery F. Parker.....	Levi Jenney, jr.....
<i>Dartmouth, Mass.</i>				
A. R. Tucker	Bark	920	Thomas Bailey	Abner R. Tucker
Brunswick	Ship	295	— Wing	do
Gov. Hopkins	Brig	111	— Taylor	do
<i>Westport, Mass.</i>				
Catherwood	Brig	199	— Allen	Thomas W. Mayhew
D. Franklin	Bark	171	— Gifford	Job Davis
Gov. Carver	do	180	— West	Henry Wilcox
Greyhound	do	249	— Wing	do
Harbinger	Ship	262	— Cornell	Alexander H. Corey
Leonidas	Brig	126	— Cornell	C. A. Church
Mattapoisett	Bark	150	— Manchester	H. Wilcox
President	do	180	— Cook	Andrew Hicks
Rajah	do	250	— Fisher	H. Wilcox
Sea Fox	Brig	250	— Spooner	A. Hicks
Sea Queen	do	263	Joseph Marshall	do
<i>Mattapoisett, Mass.</i>				
Cachelot	Bark	330	— Hoemer	Wilson Barstow
Lagrange	do	170	— Jenney	R. L. Barstow
Massasoit	do	206	— Haskins	do
Oscar	do	369	— Dexter	S. K. Eaton
R. L. Barstow	do	308	— Taber	R. L. Barstow
Sarah	Ship	370	Ezra Smalley	Loring Meigs
Sun	Bark	183	— Flanders	R. L. Barstow
<i>Edgartown, Mass.</i>				
Almira	Ship	362	— Jenks	Abraham Osborne
Champion	do	399	— Ripley	Benjamin Worth
Splendid	do	392	— Fisher	A. Osborne
<i>Nantucket, Mass.</i>				
Alabama	Ship	340	Benjamin Coggeshall	John H. Shaw
Citizen	do	360	Richard C. Bailey	C. G. & H. Coffin
Edward	do	339	Edward P. Mosher	Edward Field
Hero	do	313	Jos. McCleave	G. & M. Starbuck & Co
James Loper	do	348	William S. Whipple	Obed Starbuck
Massachusetts	do	360	Seth Nickerson	Zenas L. Adams
Napoleon	do	360	William Holley	J. W. Barrett & Sons
Narragansett	do	392	James Coleman	Z. L. Adams

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
North Pacific..	Nov. 18	Apr. 14, 1855	.....	2,360	28,000	Built at Mattapoisett 1851; first mate, Mr. Baker, and three men drowned in Ochotak Sea September, 1852; — mate, Isaac Briggs, died August, 1853; sent home 1,400 whale and some bone.
Pacific Ocean ..	Feb. 19	May 18, 1854	94	865	1,800	Sent home 266 sperm and 44,398 bone.
North Pacific..	July 15	Apr. 3, 1854	56	2,417	11,000	Sent home 523 sperm, 3,088 whale, and 30,000 pounds bone.
Pacific Ocean ..	Dec. 3	Aug. 19, 1855	715	.....	.....	Sent home 194 sperm; added 1851.
....do	June 19	May 5, 1855	96	1,056	15,000	Captain Parker came home sick 1853; sent home 104 sperm, 900 whale, and 15,946 bone; added 1851; formerly of Nantucket.
Atlantic	June 2	Sept. 24, 1853	332	275	.....	Built at Dartmouth 1851; sent home 433 sperm and 6,700 pounds bone.
North Pacific..	Nov. 5	May 9, 1853	53	1,595	25,800	Bought from New Bedford 1851.
Atlantic	June 30	.....	.....	.....	.....	Lost on coast of Brazil February 10, 1853; saved 150 barrels sperm; sent home 50 whale.
Atlantic	Jan. 8	June 3, 1853	561	6	.....
..do	May 9	Mar. 14, 1853	270	.....	.....
Atl. and Indian.	Dec. 4	Mar. 17, 1854	350	192	500	
..do	July 28	Nov. 8, 1853	836	4	.....
Pacific Ocean ..	Dec. 21	.....	.....	.....	.....	Built 1851.
Atlantic	Dec. 11	Sept. 20, 1854	431	20	.....	Sent home 231 sperm; condemned at Palta October 5, 1855.
..do	Jan. 2	Sept. 23, 1851	380	10	.....	Sent home 72 sperm.
..do	Nov. 11	Sept. 19, 1851	405	12	.....
North Pacific..	Sept. 11	Apr. 27, 1855	.....	.....	600	Sent home 1,000 whale, 17,400 bone; sailed under Captain Wickerson, who came home sick 1851; sold to New Bedford 1856.
Atlantic	May 12	Sept. 29, 1853	403	.....	.....	Added 1851.
Pacific Ocean ..	Oct. 15	Apr. 26, 1855	1,062	.....	.....	Sent home 412 sperm; built at Mattapoisett 1851.
Atlantic	Dec. 10	.....	.....	.....	.....	Sold to New Bedford 1853; returned under that port.
....do	Oct. 23	Apr. 21, 1852	31	309	.....	Condemned 1855.
..do	Apr. 19	Sept. 15, 1852	325	.....	.....	Bought from Boston 1851.
North Pacific..	Nov. 1	Aug. 21, 1854	280	1,091	1,900	Captain Dexter killed by a whale January 1, 1851. Sent home 16,404 bone.
Atlantic	June 31	Sept. 5, 1853	536	20	.....	Built 1851. Second mate died 1851.
North Pacific..	July 16	Apr. 23, 1855	40	1,215	15,000	Captain Smalley died January 2, 1852. Sent home 1,388 whale, 18,500 bone.
Atlantic	June 28	May 20, 1853	441	5	.....	Formerly a packet between New Bedford and the South; added 1851.
Pacific Ocean ..	June 11	Mar. 5, 1855	100	2,252	28,000	Sent home 180 sperm, 500 whale, 16,000 bone.
..do	Sept. 8	Apr. 16, 1853	100	2,000	30,000	
North Pacific..	Oct. 1	May 1, 1854	112	1,853	.....	Added 1851; sent home 15,400 bone.
Pacific Ocean..	June 10	Jan. 24, 1855	1,794	.....	.....	Captain Coggeshall left the ship sick, and died at home, November, 1854.
North Pacific..	Oct. 28	June 27, 1855	351	1,597	16,121	
....do	July 23	July 27, 1854	.....	.....	.....	Sent home 17,236 bone; bought from New Bedford. Captain Mosher took 900 barrels of oil, went to Sydney and sold it. Capt. E. E. Austin was sent to bring the ship home.
Pacific Ocean ..	Nov. 1	May 31, 1855	810	23	8,300	
North Pacific..	Sept. 6	Apr. 9, 1855	15	1,559	15,700	
..do	Sept. 20	Mar. 12, 1853	276	2,585	40,300	Sent home 400 sperm, 800 whale, 15,000 bone.
Pacific Ocean ..	July 13	July 20, 1854	492	1,263	
....do	July 6	May 31, 1855	1,757	Sold to New Bedford.

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Table showing returns of whaling-vessel

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
<i>Nantucket, Mass.—Continued.</i>				
Norman	Ship	338	Joseph C. Chase	G. & M. Starbuck
Oneco	Schooner	90	Peter C. Raymond .....	.....
Palmyra	do	100	Benjamin Raymond	E. W. Perry
Pern	Bark	257	Charles E. Starbuck	David Thain
President	Ship	293	William C. Folger, 2d	Joseph Starbuck
Rambler	do	318	John Porter	Frederick W. Paddock
Spartan	do	333	James Wyer	D. Thain
Susan	do	349	Veranus Smith .....	.....do
Three Brothers	do	384	Joseph Adams	G. & M. Starbuck & Co.
Tyleston	Brig	111	Edward Swain	E. W. Gardner
<i>Falmouth, Mass.</i>				
Awashonks	Ship	342	— Lawrence	Oliver C. Swift
<i>Provincetown, Mass.</i>				
A. Nickerson	Schooner	10-	— Cornell	J. H. Hilliard
Alexander	do .....	..	— Young	R. Allstrum
Antarctic	do .....	..	— Howard	J. E. Bowley
Belle Isle	do	104	— Nye	Ebenezer Cook
Chanticleer	do	87	— Young	Samuel Cook
Council	do	100	— Genn	H. P. Higgins
Hanover	do .....	..	— Holmes	T. Hilliard
H. N. Williams	do	108	— Young	Philip Cook
Jane Howes	Brig	109	— Nickerson	J. E. Bowley
John Adams	Schooner	104	— Freeman	John Adams
Lewis Bruce	Brig	113	— Young	B. Allstrum
Preston	Schooner .....	..	— Hardy	Samuel Cook
R. E. Cook	do	80	— Cook	John Danlap
Rionzi	do	109	— Joseph	J. E. Bowley
Rob't Raikes	do	110	— Swift	Ephraim Cook
Sam'l Cook	Brig	126	— Cook	S. Cook
Sea Shell	Schooner .....	..	— Cook	E. Cook
Shylock	do	115	— Horsey	Nathaniel Holmes
Spartan	Bark	190	— Cook	Stephen Nickerson
Union	Schooner	90	— Nickerson	Jonathan Nickerson
Virginia	do	115	— Morton	Winsor Snow
Walter Ervin	do	130	—	Atkins Nickerson
Walter K	do	114	— Tillson	Henry Cook
Willie Putnam	do	100	— Genn	E. L. Smith
<i>Orleans, Mass.</i>				
Esther	Brig	136	— Macy	Winsor Snow
Virginia	Schooner	115	— Morton .....	.....do
<i>Holmes' Hole, Mass.</i>				
Warren	Ship	461	— Smith	Thomas Bradley
<i>Sandwich, Mass.</i>				
Amelia	Schooner	127	— Hoxie	W. F. Lapham
Ocean	Brig	165	— Wright .....	.....do
<i>Lynn, Mass.</i>				
Com. Preble	Ship	323	— Lampher	Andrews Breed
<i>Beverly, Mass.</i>				
Gem	Brig	162	— Ryder	F. W. Choate
N. D. Chase	Bark	242	— Miller .....	.....do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Oct. 21	Aug. 4, 1855	90	1,180	.....
Atlantic	May 10	Oct. 15, 1851	89	.....	.....
....do	July 5	Aug. 10, 1852	67	.....	.....	Sent home 30 sperm; built at Plymouth 1852.
Pacific Ocean ..	July 16	May 31, 1855	664	.....	.....	Sent home 1,080 sperm; sold 200 blackfish.
....do	July 21	May 23, 1855	600	50	.....	Sold to New Bedford 1855.
....do	Oct. 23	.....	.....	.....	.....	Condemned at Upola 1855.
....do	Oct. 26	Nov. 14, 1853	630	1,570	.....	Bought the whale-oil at Navigator Islands of ship York.
....do	Dec. 5	.....	.....	.....	.....	Lost going into the Arctic, off Company Island, April 26, 1853; had 400 sperm.
North Pacific..	Oct. 15	Mar. 17, 1854	184	2,285	26,300	Sent home 100 sperm, 1,050 whale.
Atlantic	June 18	Dec. 29, 1852	4	2	.....
North Pacific..	Aug. 12	July 25, 1854	513	1,899	.....	First mate, Mr. Jones, killed by a whale 1853. Sent home 243 whale.
Atlantic	May 22	Oct. 29, 1851	110	.....	.....	Withdrawn 1852; lost on Manatilla reef July 16, 1852.
....do	Mar. 31	Sept. 28, 1851	45	.....	.....	Added 1851.
....do	May 26	Oct. 23, 1851	60	.....	.....	Do.
....do	Apr. 14	.....	.....	.....	.....	Run into by steamship William Penn and sunk; four men lost 1851.
North Atlantic	Mar. 25	Sept. 20, 1851	150	.....	.....
Atlantic	Apr. 29	Dec. 7, 1851	25	.....	.....	Withdrawn 1852.
....do	May 20	Oct. 18, 1851	160	.....	.....	Added 1851.
....do	Apr. 3	Nov. 10, 1851	65	.....	.....
....do	May 15	Oct. 15, 1851	95	.....	.....
....do	Apr. 21	Oct. 16, 1851	150	.....	.....
....do	Mar. 1	Sept. 28, 1851	270	.....	.....
....do	May 21	Sept. 12, 1851	80	.....	.....	Added 1851.
....do	Jan. 7	Aug. 9, 1851	.....	12	.....	Blackfish.
....do	Apr. 14	Oct. 10, 1851	115	.....	.....
....do	May 19	Jan. 28, 1852	.....	8	.....	Added 1850; withdrawn 1852.
....do	Apr. —	Oct. 26, 1851	50	.....	.....
....do	May 20	Aug. 15, 1851	40	20	.....	Added 1851; the 20 barrels were blackfish; withdrawn 1852.
....do	Apr. 30	Oct. 22, 1851	10	2	.....
....do	Apr. 14	Sept. 16, 1852	250	.....	.....
....do	May —	June 10, 1852	60	.....	.....
....do	May 19	.....	.....	.....	.....	Transferred to Orleans.
....do .....	.....	Dec. 1, 1851	160	2	.....
....do	Apr. 29	Jan. 15, 1852	200	.....	.....
....do	May 18	July 3, 1852	50	.....	.....	Nine men died on the voyage. Withdrawn 1853.
Atlantic	July 31	May 24, 1852	60	20	.....	Formerly of Salem; wrecked near Chatham; bought by Cape Cod Whaling Company and fitted.
....do	May 19	Dec. 31, 1851	210	.....	.....	Added 1850.
North Pacific..	July 30	Apr. 27, 1855	43	1,330	12,000	Added 1851; badly burned by the crew 1852; sold to New Bedford 1855; sent home 12,700 bone.
Atlantic	July 3	Feb. 25, 1852	115	1	.....
North Atlantic	Mar. 29	Jan. 24, 1852	.....	14	.....	Added 1851.
Indian Ocean ..	Aug. 21	June 15, 1853	172	2,150	28,000	
Atlantic	Apr. 7	Nov. 24, 1851	250	.....	.....	Sailed once and returned leaking 8,000 strokes per hour.
Indian Ocean ..	Sept. 26	Oct. 19, 1852	420	.....	.....	Added 1851.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
<i>New London, Conn.</i>				
Atlas.....	Schooner	81	Whipple.....	Perkins & Smith.....
Black Warrior.....	Bark.....	231	Bartlett.....	Williams & Haven.....
Benj. Morgan.....	Ship.....	407	Chappell.....	Perkins & Smith.....
Brooklyn.....	do.....	360	Newry.....	do.....
Candaos.....	Bark.....	31	Walker.....	Williams & Haven.....
Clematis.....	Ship.....	311	Benjamin.....	Williams & Barnes.....
Clement.....	Bark.....	279	Lane.....	Miner, Lawrence & Co.....
Corinthian.....	Ship.....	505	Rogers.....	Perkins & Smith.....
Columbus.....	Bark.....	344	Harris.....	Chester & Harris.....
Dove.....	do.....	151	Rose.....	Williams & Haven.....
Dover.....	Ship.....	430	Havens.....	Benjamin Brown's Sons.....
Franklin.....	Schooner	119	Williams.....	Perkins & Smith.....
Gen. Williams.....	Ship.....	446	Forseth.....	Williams & Barnes.....
Gen. Scott.....	Bark.....	360	Smith.....	Weaver, Rogers & Co.....
Hannibal.....	Ship.....	441	Lester.....	Benjamin Brown's Sons.....
Indian Chief.....	do.....	401	Bailey.....	Frink & Prentiss.....
Isaac Hicks.....	do.....	495	Skinner.....	Miner, Lawrence & Co.....
Jefferson.....	do.....	396	Williams.....	do.....
John E. Smith.....	Schooner	119	Babcock.....	E. V. Stoddard.....
Julius Caesar.....	Ship.....	347	Morgan.....	do.....
Marcia.....	Schooner	128	Church.....	do.....
McLellan.....	Ship.....	376	Quail.....	Perkins & Smith.....
Mogul.....	do.....	395	Fitch.....	William & Barnes.....
Montezuma.....	do.....	424	Benjamin.....	do.....
N. America.....	Bark.....	388	Mason.....	Williams & Haven.....
New England.....	Ship.....	363	Pendleton.....	Miner, Lawrence & Co.....
Superior.....	do.....	406	Babcock.....	Benjamin Brown's Sons.....
Venice.....	Bark.....	353	Harris.....	Weaver, Rogers & Co.....
Vesper.....	Ship.....	321	House.....	Williams & Barnes.....
<i>Fall River, Mass.</i>				
Ærial.....	Bark.....	225	Charles Petty.....	John S. Cotton.....
<i>Warren, R. I.</i>				
Sea.....	Ship.....	807	Sowle.....	S. P. Child.....
Smithfield.....	Bark.....	164	Cott.....	R. R. Johnson.....
Warren.....	Ship.....	383	Heath.....	Joseph Smith.....
<i>Newport, R. I.</i>				
Antelope.....	Bark.....	340	Oliver Potter.....	Macy & Clark.....
Mechanic.....	Ship.....	335	J. C. Corey.....	Poleg Clark.....
<i>Boston, Mass.</i>				
Afton.....	Bark.....	242	Cannon.....	Oliver Locke.....
Rothchild.....	do.....	261	Small.....	Phillip A. Locke.....
September.....	Brig.....	115	Farwell.....	Francis Flucker.....
<i>Salem, Mass.</i>				
Margaretta.....	Bark.....	230	Prior.....	Benjamin Webb.....
<i>Mystic, Conn.</i>				
Coriolanus.....	Ship.....	268	Grinnell.....	Charles Mallory.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Desolation Isld	Aug. 12	June 14, 1856	.....	115	.....	Sent home 1,710 whale; shipped 212 sperm, 116 whale, to London; sold at Honolulu December 19, 1854.
North Pacific..	July 15	.....	.....	.....	.....
....do.....	Oct. 7	Sept. 5, 1856	50	1,626	13,900	Sent home 85 sperm, 2,944 whale, 12,600 bone.
....do.....	July 11	Apr. 30, 1856	.....	1,342	13,300	Sent home 3,151 whale, 27,709 bone.
....do.....	July 9	May 2, 1853	.....	2,077	30,400	Sent home 57 whale.
....do.....	July 9	May 8, 1853	61	2,395	37,900	Sold to Provincetown 1854. Added 1851.
....do.....	July 29	May 2, 1854	.....	1,517	.....
Desolation Isld	Aug. 19	June 24, 1853	.....	3,054	10,000	Sent home 40 sperm, 783 whale, 22,000 bone.
North Pacific..	Sept. 24	May 2, 1854	27	562	3,000	
Indian Ocean..	Dec. 16	June 27, 1854	524	15	.....	Sent home 40 sperm, 2,415 whale, and 12,998 pounds of bone.
North Pacific..	Sept. 4	May 19, 1855	.....	1,211	16,000	
Desolation Isld	July 29	June 17, 1856	.....	133	.....	Sent home 18,300 bone; sold to Fairhaven 1855.
North Pacific..	Sept. 16	Apr. 5, 1854	73	3,930	11,500	
....do.....	July 2	Apr. 20, 1854	21	1,921	7,400	Sent home 20,000 pounds of bone.
....do.....	June 24	Apr. 4, 1854	97	1,678	.....	Captain Bailey came home sick 1853; Mr. Barker, first mate, murdered by one of the crew—a Kanaka—1852; sent home 8,500 pounds of bone.
....do.....	July 26	Apr. 1, 1855	1	2,303	23,800	Sent home 40 sperm, 1,700 whale, and 48,670 pounds of bone.
....do.....	Sept. 11	Apr. 6, 1855	.....	2,162	16,200	Sent home 41,284 pounds of bone.
Ind. and Arctic	June 2	Feb. 9, 1853	68	2,600	.....	Added 1851.
Desolation Isld	Aug. 4	June 26, 1854	.....	203	1,400	Do.
....do.....	Aug. 18	June 4, 1853	.....	2,391	10,500	Sailed again in 1853 and was lost in Davis's Strait.
....do.....	Aug. 4	May 6, 1853	.....	639	.....
Davis's Strait..	Feb. 8	Oct. 28, 1851	.....	252	4,900	Sent home 24,570 bone; sold 400 whale at Pernambuco.
North Pacific..	Aug. 6	June 25, 1853	26	2,154	39,800	Sent home 40 sperm, 508 whale, 15,772 bone.
....do.....	July 15	May 27, 1854	133	2,444	600	
Ind. and Pacific	June 3	Apr. 20, 1855	61	860	12,500	Sent home 108 sperm, 518 whale, 25,252 bone.
North Pacific..	Aug. 21	Mar. 29, 1854	.....	1,111	7,200	Lost 1852 in the Arctic; had 600 whale, saved 200.
....do.....	Oct. 4	.....	.....	.....	.....	Sent home 5,500 bone.
....do.....	Aug. 12	June 9, 1854	206	2,266	31,100	Captain House was killed by a whale; Mr. Buch, who assumed command, died at Honolulu November 27, 1852; sent home 14,983 pounds of bone.
....do.....	June 10	Apr. 19, 1855	3	1,975	28,300	
Atlantic	May 12	June 1, 1852	310	.....	.....	Added 1851.
North Pacific..	Nov. 17	Apr. 7, 1855	54	4,721	19,200	Bought from New York 1851; the largest whaler in service; sold 1855.
Atl. and Indian	June 4	Apr. 22, 1853	456	.....	.....	Added 1851.
North Pacific..	Nov. 19	.....	.....	.....	.....	Burned July 10, 1852, in Anadir Sea.
Pacific Ocean..	Nov. 19	May 31, 1855	50	339	6,000	Added 1851; sent home 250 sperm, 500 whale.
North Pacific..	Aug. 16	Apr. 7, 1855	22	1,189	.....
Indian Ocean..	Sept. 18	May 17, 1853	.....	10	.....	Sold to New Bedford 1853; sent home 3,818 pounds of bone.
Atlantic	June 1	June 15, 1852	277	.....	.....	Added 1851; withdrawn 1853; sent home 135 sperm.
North Atlantic	Feb. 21	June 2, 1852	150	.....	.....	Added 1851.
Atlantic	May 3	July 26, 1852	320	37	Added 1851.
North Pacific..	Aug. 7	May 27, 1853	99	1,860	24,300	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
<i>Mystic, Conn.—Continued.</i>				
Hellasport	Ship	346	Manwarring ..	Randall, Smith & Ashly.
Meteor	do	325	Jeffrey	do
Robin Hood	do	335	McGinley	C. Mallory
Romulus	do	365	Baker	do
Shepherdess	Bark	274	Watrous	Randall, Smith & Ashly.
<i>Stonington, Conn.</i>				
B. Williams	Ship	400	Pendleton	C. P. Williams
Cabinet	do	305	Noyes	John F. Trumbull
Cavalier	Bark	295	Freeman	C. P. Williams
George	do	251	Stevens	do
Newark	Ship	323	Dickens	J. F. Trumbull
S. H. Waterman	do	480	Hall	C. P. Williams
Sarah E. Spear	Bark	150	Keene	J. F. Trumbull
Tiger	Ship	311	Gavit	do
Tybee	do	289	Barber	do
United States	Bark	244	Wilcox	do
<i>Greenport, N. Y.</i>				
Delta	do	314	Weeks	Ireland, Wells & Carpenter.
Italy	Ship	299	Rowley	David G. Floyd
Neva	do	362	Case	Ireland, Wells & Carpenter.
Nile	do	403	Conklin	do
Pioneer	Bark	235	Baldwin	D. G. Floyd
Philip, 1st	do	293	Sisson	Ireland, Wells & Carpenter.
<i>Sag Harbor, N. Y.</i>				
Black Eagle	do	311	Jeremiah Ludlow	Thomas Brown
Columbia	do	285	Hallock	John Budd
Emerald	Ship	518	Jaggard	do
Levant	do	382	Mercator Cooper	Hunting Cooper
Mary Gardner	do	316	David Smith	Gilbert H. Cooper
Nimrod	Bark	280	Green	Charles T. Dering
Noble	do	273	Nicholl	do
Tuscany	Ship	299	Halsey	John Budd
Washington	Bark	236	Edwards	T. Brown
William Tell	Ship	370	Taber	do
<i>Cold Spring, N. Y.</i>				
Alce	Bark	281	White	John H. Jones
Huntville	Ship	523	Smith	do
Monmouth	Bark	273	Ludlow	do
N. P. Tallmadge	Ship	370	Edwards	do
Splendid	do	473	Smith	do
<i>Truro, Mass.</i>				
Esehol	Brig	143	Smith	Richard Sevens
Two vessels sailed from San Francisco—the Nile and the Russell. The data in regard to San Francisco and Provincetown are extremely hard to get at; vessels are reported arriving, with no date of sailing, and sailing, with no date of arrival; and the product is often wholly ignored in the reports. The Nile arrived September 30, 1851, with 500 whale.				

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
North Pacific..	Sept. 1	.....	.....	.....	.....	Condemned 1855; sent home 190 sperm and 9,317 pounds of bone.
....do.....	Nov. 8	Mar. 23, 1856	47	1,000	22,000	Sent home 1,839 whale and 20,633 bone; one of "Stone Fleet No. 1."
....do.....	Sept. 13	Mar. 24, 1854	373	2,897	14,500	
....do.....	Aug. 16	May 11, 1854	108	1,600	12,300	
....do.....	Sept. 8	May 23, 1853	147	1,950	26,600	
North Pacific..	July 23	Apr. 20, 1854	.....	2,959	30,000	Sent home 255 whale and 1,000 bone; sold to New Bedford 1854.
Arctic	Sept. 2	Apr. 3, 1854	250	2,375	36,000	Withdrawn 1855; sold to New York.
North Pacific..	Aug. 11	May 8, 1855	38	1,188	7,800	Withdrawn 1855; sold to New Bedford; sent home 5,246 pounds of bone.
....do.....	Oct. 2	.....	.....	.....	.....	Condemned at Honolulu 1854; sent home 1,775 whale and 25,881 pounds of bone.
....do.....	Nov. 19	Apr. 9, 1855	.....	1,380	15,000	Withdrawn 1855; sold to New Bedford; sent home 341 whale and 16,500 bone.
....do.....	Nov. 3	Apr. 8, 1855	.....	2,640	25,000	Sent home 3,997 bone; added 1851; withdrawn 1855.
Pacific Ocean..	Aug. 6	Sept. 18, 1852	.....	Clean	.....	Added 1851.
North Pacific..	Sept. 19	May 21, 1853	133	1,363	21,200	
....do.....	Oct. 6	May 31, 1855	80	1,288	13,000	Sent home 700 whale and 15,000 bone.
Pacific Ocean..	Aug. 6	June 5, 1852	52	1,535	800	
Arctic	Aug. 1	.....	.....	.....	.....	Sent home 585 whale and 20,218 bone; sold to New London 1856.
....do.....	Aug. 4	May 10, 1854	25	2,600	12,000	Sent home 12,600 pounds of bone.
....do.....	Oct. 1	June 12, 1854	46	2,351	13,500	Sent home 365 whale and 12,750 bone.
....do.....	Sept. 1	Apr. 19, 1855	16	2,305	14,100	Broken up 1857; sent home 300 sperm and 29,592 pounds of bone.
South Atlantic	Oct. 31	May 15, 1855	250	550	3,500	
Arctic	July 14	Apr. 6, 1854	.....	2,231	.....
Arctic	July 24	Apr. 5, 1854	.....	718	.....	Built 1851; sent home 85 whale, 20,098 bone.
North Pacific..	Aug. 2	Apr. 27, 1855	.....	1,409	14,000	Sent home 7,885 pounds of bone.
....do.....	Aug. 19	May 12, 1855	55	2,471	14,300	Added 1851; built 1835; was a Havre packet 15 years; sent home 35,720 bone.
....do.....	Aug. 7	.....	.....	.....	.....	Sent home 12,560 bone; lost 1855.
South Atlantic	July 24	Oct. 7, 1852	25	300	.....	Built 1851; Captain Smith died August, 1852; ship returned in consequence.
....do.....	July 7	Aug. 10, 1853	690	290	1,200	Sent home 40 sperm.
....do.....	June 5	Aug. 6, 1853	291	606	3,500	
North Pacific..	Oct. 1	Apr. 22, 1854	.....	1,600	1,200	Sent home 920 whale.
....do.....	Oct. 14	May 28, 1853	129	1,767	21,400	Bought from Greenport 1851.
....do.....	Sept. 20	Apr. 22, 1854	.....	1,341	.....
North Pacific..	Oct. 6	Apr. 13, 1854	33	1,186	7,100	
....do.....	Dec. 4	Apr. 7, 1854	22	2,589	29,000	Sent home 370 whale and 1,700 bone.
Atl. and Indian	Aug. 28	May 3, 1854	345	1,380	11,700	
North Pacific..	Oct. 3	Apr. 26, 1855	1,435	14,000	Sent home 10,960 bone; sold, 1855.
....do.....	Oct. 15	Apr. 12, 1853	2,359	34,200	
Atlantic	Feb. 8	Nov. 10, 1851	175	8	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1852.				
<i>New Bedford, Mass.</i>				
Abigail	Ship	310	Francis D. Drew	Wm. G. E. Pope
Active	Bark	333	Thomas Morrison	Cook & Snow
Addison	Ship	426	George H. Cash	Isaac B. Richmond
Alfred	Schooner	184	Philander Gifford	Wm. G. E. Pope
Anaconda	Bark	383	Thos. H. Lawrence	I. B. Richmond
Antarctic	Ship	319	Ebenesor Bradbury, Jr	Wm. P. Howland
Archer	Ship	322	G. C. Macomber	Edward W. Howland
Arnolds	do	360	Edward Harding	Jas. B. Wood & Co
Barclay	do	281	Asaph P. Taber	Henry Taber & Co
Callao	do	324	Hiram Baker	do
Caroline	do	364	Geo. W. Gifford	William Gifford
Carolina	do	395	Wanion H. Gray	S. Thomas & Co
Catalpa	Bark	260	Josiah Hamblin	I. Howland, Jr., & Co
Canton	Ship	409	Andrew J. Wing	E. Perry & W. C. N. Swift
China	do	370	Willis Howes	William Phillips
Chili	do	291	Matt. Anderson	Benj. B. Howard
Cleora	Bark	263	James L. Smith	Charles Hitch & Son
Cleone	Ship	373	W. H. Sherman	Edmund Maxfield
Congress, 2d	do	376	R. M. Hathaway	Gideon Allen
Copia	do	315	Chas. H. Newell	Lemuel Kollock
Daniel Wood	do	345	Jos. R. Tallman	J. B. Wood & Co
Deedemona	do	295	John Ellis	T. & A. R. Nye
Dunbarton	Bark	199	Humphrey Hathaway	I. B. Richmond
Emma C. Jones	Ship	347	Weston Jenney	Edward C. Jones
Empire	do	403	Jas. L. Henry	Abraham Barker
Falcon	do	273	Joseph Gardner	Thos. Knowles & Co
Fanny	Bark	391	D. B. Nye, Jr	Swift & Allen
Gay Head	Ship	389	Richard D. Wood	J. B. Wood & Co
Geo. Howland	do	374	David C. Wight	G. & M. Howland
George and Susan	do	356	Joseph S. Jenckes	do
Hector	do	380	Henry D. Norton	William J. Rotch
Herald	do	274	George C. Rule	E. W. Howland
Hydaspe	do	313	Russel E. Snow	J. B. Wood & Co
Isabella	Bark	315	Orrick Smalley	T. Knowles & Co
Java	Ship	278	John R. Lawrence	G. & M. Howland
John Perry	do	435	George Lawrence, Jr	Perry & Swift
John	do	308	Otis Tilton	Frederick Parker
John A. Parker	Bark	342	Wm. L. Taber	Henry F. Thomas
Joseph Butler	do	193	— Mayhew	I. Howland, Jr., & Co
Kathleen	do	312	— Allen	James H. Slocum
Kensington	Ship	357	Shubael Clerk	David B. Kempton
Lafayette	Bark	341	Charles E. Allen	I. H. Bartlett & Son
Laetitia	do	275	Silas Alden	F. & G. R. Taber
Lancer	Ship	395	Edward F. Lakeman	Richmond & Wood
Malta	Bark	151	Philip Smith	B. B. Howard

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
North Pacific ..	Aug. 24	Apr. 28, 1856	296	1,309	21,000	Sent home 29,000 bone.
Indian Ocean ..	June 1	Mar. 4, 1856	633	1,056	700	Bought from Baltimore 1852; sent home 84 sperm, 11,298 bone.
Pacific Ocean ..	Sept. 20	July 14, 1856	855	522	.....	Sent home 85 sperm.
Atlantic	June 12	Aug. 28, 1853	73	13	.....	Built at Baltimore; added 1852.
Pacific Ocean ..	Nov. 24	Aug. 11, 1856	1,480	8	.....	First mate, Edward Howland, lost overboard 1852; lost near Chatham Islands 1853; Mr. Macy, first mate, and one man lost; sent home 15 sperm.
... do	May 3	.....	.....	.....	.....	Sent home 292 sperm.
... do	Oct. 5	May 30, 1856	1,635	.....	.....	Sent home 23 sperm.
... do	July 19	Sept. 28, 1855	429	1,913	.....	Sent home 141 sperm.
Atlantic	July 7	Apr. 20, 1854	587	365	2,400	Sent home 108 sperm, 1,584 whale, 1,800 bone.
North Pacific ..	July 27	May 27, 1855	94	2,005	26,100	Sent home 158 sperm, 11,100 bone.
... do	Aug. 3	Mar. 8, 1856	19	1,690	8,200	Bought from New York 1852.
... do	Dec. 14	July 12, 1856	202	250	4,000	Formerly a freighter; built 1844; added 1852.
Atlantic & Ind.	Aug. 13	Apr. 11, 1856	806	21	.....	Lost on a reef in Pacific Ocean with cargo of 1,300 barrels whale.
North Pacific ..	Aug. 10	.....	.....	.....	.....	Sent home 643 whale.
... do	June 22	May 29, 1856	54	1,680	10,600	Bought from Boston 1852; sent home 131 sperm.
Pacific Ocean ..	July 13	.....	385	848	.....	Built at Mattapoisett 1847; bought from Yarmouth 1852.
... do	May 18	Mar. 31, 1855	1,243	.....	.....	Bought from New York 1851; built at New York 1831; rebuilt 1840; sent home 35 sperm, 1,000 whale.
North Pacific ..	Aug. 17	May 28, 1855	50	2,180	30,500	Condemned at New Bedford 1855; sent home 550 whale, 10,557 bone.
Atlantic & Ind.	May 20	Apr. 10, 1855	.....	1,822	19,000	Built at Mattapoisett 1852; sent home 150 sperm, 1,250 whale, 10,000 bone.
North Pacific ..	Oct. 13	May 22, 1855	.....	952	9,000	Captain Hathaway died at St. Helena March 15, 1854.
Pacific Ocean ..	Dec. 21	May 22, 1856	114	1,029	13,900	Sent home 190 sperm.
... do	Oct. 25	July 6, 1855	1,466	.....	.....	Bought from Nantucket 1852; sent home 2,514 whale, 23,511 bone.
... do	Dec. 25	May 20, 1854	121	168	700	Sent home 15 sperm, 3,701 bone.
Atlantic & Ind.	July 7	Aug. 15, 1854	1,004	1,209	3,500	Bought from Nantucket 1852; sent home 9 sperm, 1,323 whale, 7,470 bone.
North Pacific ..	Aug. 4	Mar. 15, 1856	.....	2,012	.....	Built at Mattapoisett 1852.
Pacific Ocean ..	July 25	June 2, 1855	116	528	2,400	Sent home 57 sperm, 3,000 bone; seized by convicts at Gallapagos Islands; recaptured by a Swedish frigate.
... do	Oct. 5	May 19, 1856	.....	2,075	22,000	Sent home 716 sperm.
... do	Sept. 23	June 28, 1856	1,502	.....	.....	Sent home 731 sperm.
... do	Nov. 28	May 8, 1857	606	1,171	.....	Sent home about 150 sperm, 150 whale.
... do	Oct. 4	May 23, 1857	.....	356	.....	Sent home 335 sperm.
... do	Dec. 18	July 2, 1856	365	.....	.....	Bought from New York 1852; sent home 108 sperm, 15,269 bone.
... do	Nov. 30	Sept. 13, 1856	646	26	.....	Sent home 225 sperm, 17,000 bone.
... do	July 13	May 5, 1856	752	54	.....	Built at Newburyport 1851; sent home 1,440 sperm.
... do	June 1	July 28, 1855	232	1,346	7,900	Crew mutinied; killed captain, first and second mates, and several of the crew.
... do	Sept. 1	Nov. 2, 1855	140	1,414	.....	Built at Mattapoisett 1852; sent home 901 sperm.
... do	July 4	June 16, 1856	183	183	1,400	Bought from Nantucket 1852; sent home 291 sperm.
... do	May 18	.....	.....	.....	.....	Bought from New York 1851; sent home 490 sperm, 300 whale.
Atlantic	May 4	May 26, 1854	675	143	1,200	Bought from Baltimore 1852.
Indian Ocean ..	May 4	Feb. 17, 1855	491	892	6,000	First mate taken out of his boat by a line and drowned; bought from War. in 1852.
Pacific Ocean ..	Oct. 11	July 25, 1857	1,385	80	500	Bought from Baltimore 1852; sent home 458 sperm.
... do	Dec. 25	Oct. 19, 1856	552	.....	.....	Built at Newburyport 1852.
... do	May 17	Aug. 24, 1854	598	13	Added 1852.
Indian Ocean ..	June 15	May 11, 1856	2,101	
Atlantic	June 10	Apr. 21, 1854	67	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1852.				
<i>New Bedford, Mass.—Continued.</i>				
Maria	Bark	202	Chas. C. Mooers	Samuel W. Rodman
Mars	do	270	G. P. Harrison	C. R. Tucker & Co
Mary Wilder	Ship	213	Jas. F. Cleveland	Charles Almy
Marob	Brig	89	Reynolds	William P. Howland
Mary	Ship	237	Wm. L. Slocum	I. Howland, jr., & Co
Mercoator	Bark	246	Wm. R. Norton	J. A. Parker
Mercury	Ship	340	Francis L. Dimon	I. Howland, jr., & Co
Minerva Smyth	do	335	Austin Smith	do
Montezuma	Bark	196	Chas. W. Kempton	Jas. H. Slocum
Montgomery	do	248	William Cushing	Daniel Perry
Mount Vernon	Ship	352	Ebenezer F. Nye	D. R. Greene & Co
Niger	do	437	N. M. Jernegan	Hathaway & Luce
Orray Taft	Bark	176	Hamlin	Allen Lucas
Osceola, 2d	do	197	C. M. Skiff	J. & W. R. Wing
Osceola, 3d	do	200	E. H. Chisole	Cranston Wilcox
Pacific	Ship	385	James R. Allen	Pardon Tillinghast
Polar Star	do	475	Joseph Holley	C. R. Tucker & Co
Rainbow	do	474	H. M. Plasket	William Gifford
Rambler	do	399	James M. Willis	F. & G. R. Taber
San Francisco	Bark	268	Harvey Phillips	William Phillips
Sappho	do	320	Jabez B. Howland	O. & E. W. Seabury
Saratoga	Ship	542	Ephraim Harding	Abraham Ashley, 2d
Silas Richards	do	454	P. S. Wilcox	Swift & Allen
St. Peter	Bark	267	Thos. G. Young	C. R. Tucker & Co
Thomas Dickason	Ship	454	Asa Taber	Alex. Gibbs
Undine	Bark	216	William Merry	T. Knowles & Co
Valparaiso	do	402	S. R. Tilton	Hathaway & Luce
Vigilant	do	282	John S. Deblols	W. & G. D. Watkins
William and Eliza	Ship	321	Ezra Pickens	H. Taber & Co
Winslow	Bark	263	D. P. Eldridge	Wm. H. Reynard
<i>Fairhaven, Mass.</i>				
Amazon	Ship	318	Edw'd H. Barber	Nathan Church
Joseph Maxwell	do	302	John H. Wady	F. R. Whitwell
John Coggeshall	do	338	John O. Norton	Reuben Fish
Martha	do	298	Meader	N. Church
Martha, 2d	do	301	Stewart	William G. Blackler
Ph'pe Delanoys	do	383	David G. Pierce	Warren Delano
Sam. Robertson	do	421	William Washburn	I. F. Terry
Tahmiroo	do	371	George F. Nell	Fish, Robinson & Co
William Rotch	do	290	C. Morslander	Reuben Fish
Winthrop	Bark	218	W. Woodward	Dexter Jenney
Wolga	do	285	Joseph Dimmick	Levi Jenney, jr
<i>Dartmouth, Mass.</i>				
H. H. Crapo	Bark	199	Spooner Jenking	Abner R. Tucker

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Dec. 14	Apr. 6, 1856	690	.....	.....
Indian Ocean ..	July 21	Oct. 18, 1855	1, 125	468	4, 600	
Pacific Ocean ..	Sept. 20	May 23, 1854	974	2	.....	Added 1852.
Atlantic	May 3	Dec. 14, 1852	.....	2	.....
Indian Ocean ..	July 22	June 10, 1854	305	224	1, 300	
Pacific Ocean ..	Oct. 28	.....	.....	.....	.....	Sent home 310 sperm and whale.
North Pacific ..	Nov. 13	Apr. 10, 1855	.....	1, 979	18, 100	
Pacific Ocean ..	July 15	Mar. 21, 1855	1, 047	1, 348	13, 000	Sent home 95 sperm.
Indian Ocean ..	May 25	Mar. 23, 1855	500	.....	.....	Sailed under Captain Abner Tripp; returned in consequence of his death.
Pacific Ocean ..	June 10	June 21, 1855	100	36	.....	Bought from Nantucket 1852; built 1845.
North Pacific ..	July 28	Apr. 4, 1855	11	1, 756	12, 600	Sent home 257 sperm; bought from New York.
Pacific Ocean ..	Oct. 14	Mar. 24, 1856	470	1, 575	8, 600	Sent home 19,140 bone.
Atlantic	May 6	Aug. 31, 1854	20	2	.....	Formerly a brig; bought from Providence 1852; sent home 73 sperm.
....do	July 5	July 9, 1854	215	485	4, 200	Bought from Mattapoisett 1852; built a brig in 1847; rerigged 1852; sent home 155 sperm.
....do	June 29	Apr. 20, 1854	67	.....	.....	Formerly a brig in southern lumber trade; built 1847; added and rerigged 1852; sent home 100 sperm.
Pacific Ocean ..	Oct. 5	Apr. 7, 1855	.....	2, 025	20, 500	
North Pacific ..	Oct. 11	June 11, 1850	131	540	7, 200	Built at Mattapoisett 1852; sent home 68 sperm, 728 whale, 6,749 bone.
....do	Oct. 26	June 2, 1856	48	960	8, 000	Built at Fairhaven 1852; sent home 729 whale; 13,500 bone.
Pacific Ocean ..	Oct. 4	June 10, 1856	95	2, 934	16, 300	Bought from Boston 1852; sent home 91 sperm, 908 whale, 12,120 bone.
Atlantic	Dec. 14	Nov. 11, 1854	78	413	500	Bought from New York 1852; built 1849.
Pacific Ocean ..	June 1	June 22, 1855	580	7	.....	Captain Howland died at Paita October 25, 1853.
North Pacific ..	Dec. 14	June 21, 1856	90	3, 179	.....	Sent home 36,900 bone.
South Pacific ..	May 18	.....	.....	.....	.....	Bought from Baltimore 1851; formerly a whaler from Sag Harbor; lost in Shanta Bay July 12, 1854; saved 800 whale, 14,000 bone; had sent home 325 sperm, 1,900 whale, 35,000 bone.
Indian Ocean ..	Dec. 22	.....	.....	.....	.....	Lost on Chatham Island 1855; sent home 274 sperm, 409 whale 63,000 bone.
North Pacific ..	June 26	Apr. 26, 1856	100	1, 375	13, 100	Added 1852; sent home 298 sperm, 143 whale, 11,693 bone.
Indian Ocean ..	Oct. 28	.....	.....	.....	.....	Bought from New York 1852; missing.
Pacific & N. W.	Oct. 14	May 19, 1856	535	768	1, 400	Sent home 373 sperm and whale and 9,631 bone.
Pacific Ocean ..	June 29	July 9, 1855	202	1, 060	.....	Added 1852; sent home 135 sperm, 12,100 bone.
Indian Ocean ..	Dec. 18	May 27, 1856	1, 287	.....	.....
Atlantic	May 23	June 6, 1855	270	.....	.....	Formerly in merchant-service; added 1852; sent home 297 sperm, 250 whale.
North Pacific ..	Sept. 29	July 27, 1856	21	1, 984	.....	Sent home 30,600 bone.
Pacific Ocean ..	Sept. 8	May 7, 1855	1, 210	.....	.....
North Pacific ..	Oct. 25	May 3, 1855	.....	2, 401	.....	Bought from New Bedford 1852; sent home 112 whale, 12,900 bone.
Pacific Ocean ..	Dec. 14	July 20, 1857	870	28	.....
Indian Ocean ..	May 19	Nov. 16, 1857	1, 607	.....	.....
Pacific Ocean ..	Sept. 6	Sept. 23, 1855	225	873	.....	Sent home 211 sperm, 523 whale, 15,568 bone.
North Pacific ..	Aug. 18	Apr. 5, 1856	86	3, 000	10, 000	Sent home 56 sperm, 117 whale.
....do	June 29	Apr. 6, 1856	.....	1, 172	.....	Sent home 120 sperm, 11,000 bone.
Pacific Ocean ..	Jan. 3	May 22, 1856	335	.....	.....	Bought from Boston 1852; sold to New Bedford 1854.
Atlantic	Jan. 1	Apr. 25, 1855	852	73	.....	Bought from Bristol 1851.
Indian Ocean ..	Oct. 25	June 9, 1855	326	
Pacific Ocean ..	Aug. 13	May 1, 1854	860	8	Built 1852; sent home 98 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1852.				
<i>Westport, Mass.</i>				
Elisabeth	Bark	270	Edward G. Sowle	Andrew Hicks
George and Mary	do	163	George Manchester	Rescom Macomber
Janet	do	194	John H. Ricketson	Henry Wilcox
Mattapoissett	do	150	Benjamin C. Wing	do
Sacramento	do	218	James W. Sowle	Alex. H. Corey
Solon	do	129	Joseph E. Smith	Henry Smith
T. Winslow	do	136	Allen Hart	John Hicks
U. States	do	217	Reuben C. Hicks	A. Hicks
<i>Mattapoissett, Mass.</i>				
America	Brig	148	— Clark	R. L. Barstow
Annawan	do	159	— Phinney	Seth Freeman
Clara Bell	Bark	295	Daniel Flanders	R. L. Barstow
Excellent	Brig	70	Benjamin Smith	John T. Atsatt
Massasoit	Bark	206	Amos Haskins	Caleb King, jr
Sarah	do	179	Bartlett Mayhew	Wilson Barstow
Samuel and Thomas	do	191	Ephraim Poole	R. L. Barstow
Willis	do	164	— Briggs	do
<i>Newport, R. I.</i>				
George	Bark	220	— Dexter	Josiah S. Munroe
William Lee	Ship	311	L. Gruninger	do
<i>New London, Conn.</i>				
Corea	Ship	365	— Cranskie	Frink & Prentiss
Delaware	do	299	C. Strong Holt	Williams & Barnes
Exile	Schooner	83	— Butler	E. V. Stoddard
H. Brewer	Bark	233	— Brown	Perkins & Smith
Iris	do	245	— Rice	Frink & Prentiss
N. S. Perkins	Ship	309	— Allyn	do
Pearl	Bark	195	— Forsyth	Williams & Haven
Peruvian	Ship	388	— Morgan	E. V. Stoddard
Topaz	Brig	138	— Anthony	Benj. Brown's Sons
<i>Stonington, Conn.</i>				
Byron	Bark	170	— Holt	John F. Trumbull
Cincinnati	Ship	457	— Williams	F. Pendleton & Co
Flying Cloud	Schooner	100	— Wilcox	J. F. Trumbull
Sarah E. Spear	Bark	150	— Pendleton	do
United States	do	244	— Wilcox	do
<i>Greenport, N. Y.</i>				
Caroline	Ship	252	J. M. Case	Wells & Carpenter
Pioneer	Brig	235	H. A. Babcock	David G. Floyd
<i>Mystic, Conn.</i>				
Aeronaut	Ship	265	— Eldridge	Charles Mallory
Hudson	do	368	— Clift	Geo. W. Ashbey & Co
<i>Sag Harbor, N. Y.</i>				
Leander	Bark	213	— Holmes	C. Mallory
Lion	Schooner	150	— Clark	do
Washington	do	190	— Eldridge	G. W. Ashbey & Co
Charlotte	Brig	230	— Halsey	William R. Post
Gentleman	Bark	227	— Cartwright	Gilbert H. Cooper
Mary Gardner	do	316	— Lowen	do
Odd Fellow	do	239	— Young	Thomas Brown

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	July 17	Aug. 19, 1854	213	216	60	Added 1852.
do	June 23	Apr. 3, 1854	101	15	.....	Built 1852, at Dartmouth.
do	June 18	July 26, 1854	340	.....	.....
do	May 30	Sept. 6, 1853	117	.....	.....
Indian Ocean ..	July 22	July 27, 1854	472	.....	.....	Added 1852, from Providence; second mate, T. Allen, killed by a whale August, 1852.
Atlantic	July 9	Oct. 15, 1853	115	40	.....
do	June 14	Aug. 14, 1853	151	25	.....
Atlantic & Ind.	Nov. 11	Apr. 11, 1856	631	8	.....	Sent home 13 sperm.
Atlantic	Apr. 27	Sept. 19, 1853	222	7	.....
do	May 4	Oct. 29, 1853	134	4	.....
Atlantic & Ind.	Aug. 7	June 27, 1855	794	91	2,000	Built 1852 at Mattapoisett.
Atlantic	June 10	June 27, 1853	30	6	.....	Added 1852; sent home 17 sperm.
do	Nov. 20	July 24, 1853	60	.....	.....
do	Dec. 6	Dec. 3, 1853	293	.....	.....
do	Sept. 5	Sept. 1, 1854	229	11	.....
do	May 3	Apr. 21, 1854	363	24	.....
Indian Ocean ..	Sept. 29	May 15, 1854	.....	.....	.....	Added 1852; Captain Dexter died April 18, 1853; no oil reported.
Indian & Pacific	Feb. 14	May 32, 1856	700	.....	.....	Illegally detained in Tombex three months.
North Pacific ..	.....	Apr. 19, 1853	.....	1,632	37,000	Added 1852.
do	July 14	May 8, 1857	.....	1,116	.....	Added 1852; sent home 1,750 whale, 62,200 bone.
Desolation Isld.	Aug. 18	June 12, 1859	.....	212	.....
do	Sept. 20	July 15, 1854	137	1,748	6,400	Added 1852; built 1850 at Robinson, Me.
South Atlantic ..	Oct. 7	July 15, 1856	32	700	.....	Added 1852; sent home 900 whale, 8,000 bone.
North Pacific ..	Sept. 22	Mar. 12, 1857	.....	1,296	.....	Built 1852; sent home 322 whale, 21,045 bone.
Atlantic & Ind.	Mar. 10	Apr. 8, 1854	47	388	2,900	Added 1852; sent home 369 sperm, 50 whale, 1,400 bone.
Desolation Isld.	Aug. 19	July 6, 1854	43	1,946	4,300	
Atlantic	June 23	.....	.....	.....	.....	Wrecked and condemned at Falkland Islands April, 1853; oil, 95 barrels, saved; added 1852.
South Atlantic ..	June 1	Nov. 13, 1853	.....	680	4,000	Withdrawn 1855; sold to New Bedford.
Indian Ocean ..	Aug. 24	May 7, 1856	.....	1,322	17,000	
Patagonia	July 20	May 7, 1853	.....	40	.....	Added 1852 from Rockland; built 1851.
S. Shetland I. ...	Sept. 27	May 18, 1853	.....	530	.....	Elephant.
Patagonia	July 20	May 10, 1853	.....	2,029	.....
South Atlantic ..	Aug. 19	Aug. 5, 1854	700	300	.....
do	Oct. 15	Sept. 3, 1852	150	.....	.....	Sold to New Bedford 1855.
S. Shetland I. ...	Aug. 9	May 22, 1853	.....	1,168	.....
Patagonia	July 10	May 18, 1854	.....	220	1,500	Hudson seized at Falkland Islands with schooner Washington, her tender, by an English vessel; released by United States ship Germantown; sold to Fairhaven 1853.
South Atlantic ..	Sept. 16	Apr. 13, 1854	56	1,144	8,500	
S. Shetland I. ...	Aug. 18	July —, 1853	.....	.....	.....	Added 1852; no report of oil.
Patagonia	July 12	May 12, 1854	.....	.....	.....	No report of oil.
South Atlantic ..	July 21	June 21, 1854	134	204	.....	Captain Halsey left in 1853, sick.
North Pacific ..	Aug. 30	Apr. 24, 1856	39	134	3,000	Added 1852 from New Suffolk; withdrawn 1856; sent home 7,000 bone.
do	Nov. 27	May 15, 1856	1,207	18,600	Sent home 247 whale, 12,740 bone.
South Atlantic ..	Aug. 2	Mar. 16, 1854	137	1,190	2,200	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1852.				
<i>San Francisco, Cal.</i>				
Aquetnet	Ship	300	— Taylor	Chas. H. Todd
Columbia	Schooner	110	— Phillips	Martin Phillips
Emily Furnham	Ship	216	— Miller	Brigham & Reynolds
Emperor	Schooner	110	— Minor	J. B. Minor
Mary Helen	Brig	160	— Seamon	Harrington & Ludlow
Nile	Ship	330	Otis Webb	Moore & Folger
Russell	Bark	301	— Cootey	do
Zoroaster	Brig	159	— Thomas	Webb & Harris
<i>Sippican, Mass.</i>				
Altamaha	Schooner	119	Chas. B. Hammond	Stephen C. Luce
<i>Holmes' Hole, Mass.</i>				
Helen Augusta	Bark	270	— West	Thomas Bradley
<i>Nantucket, Mass.</i>				
Barolay	Ship	301	David Cottle	John H. Shaw
Catawba	do	335	Obed Swain, 2d	do
Constitution	do	316	Joseph Winlow	C. G. & H. Coffin
Daniel Webster	do	336	Henry Starbuck	Zenas L. Adams
Gazelle	do	340	William Upham	G. & M. Starbuck & Co.
Homer	Brig	140	Joseph Fisher	Kelley, Coffin & Co.
Mary	Ship	369	Benjamin C. Sayer	Edward W. Perry
Meannon	do	430	James H. Haughton	E. Field & F. C. Sanford
Oneco	Schooner	90	Alex. G. Brown	E. G. Kelley
Palmyra	do	105	Abraham Swain	Matthew Crosby, jr.
Peruvian	Ship	334	Edward B. Hussey, jr.	Robert F. Gardner
Planter	do	340	Henry Pease	E. W. Perry
Richard Mitchell	do	366	Thad. C. Defries	Field & Sanford
<i>Edgartown, Mass.</i>				
Ellen	Bark	332	James E. Huxford	Wm. H. Munroe
Mary	Ship	343	Gustavus A. Baylies	Abraham Osborn
Sarah	Bark	266	— Collins	Benjamin Worth
Walter Scott	Ship	369	—	do
<i>Sandwich, Mass.</i>				
Amelia	Schooner	127	Abraham Hoxie	W. F. Lapham
Ocean	Brig	165	— Chadwick	do
<i>Provincetown, Mass.</i>				
Alleghany	Schooner .....	...	— Cook	do
Alexander	do	75	—	B. Allstrom
Antarctic	do	136	— Snow	J. E. Bowley
Chanticleer	do	87	— Cook	Samuel Cook
E. Nickerson	Brig	131	— Ryder	Enoch Nickerson
F. Bunchina	Bark	300	Francis B. Tuck	Enas Nickerson
Franklin	do	172	— Soper	Samuel Soper
Hanover	Schooner	114	— Holmes	T. Hilliard
Harriet Neal	do	125	— Rider	R. L. Thatcher
H. N. Williams	do	108	— Joseph	Philip Cook
Jane Howes	Brig	109	— Doyle	J. E. Bowley
John Adams	Schooner	104	Reuben Freeman	John Adams
Lewis Bruce	Brig	113	— Young	B. Allstrom
Louisa	Schooner	109	— Handy	S. Cook
Parker Cook	Bark	135	— Cook	Ephraim Cook
Phoenix	Brig	180	— Puffer	do
Preston	Schooner	75	— Handy	S. Cook

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Arctic	Apr. 3	Oct. 31, 1852	.....	500	.....	Elephant.
Ceros Island ..	Apr. 1	Aug. 11, 1852	.....	200	.....	No report.
N. W Coast ..	Apr. 15	.....	.....	.....	.....	No report.
Ceros Island ..	Apr. 1	.....	.....	.....	.....	Elephant.
Elephanting ..	Apr. 1	Aug. 26, 1852	.....	350	.....
Pacific & Arctic	Jan. 25	Oct. 30, 1852	.....	1,800	.....
do	Jan. 19	Sept. 21, 1852	.....	1,500	.....
Gulf of Cal.	May 1	Aug. 18, 1853	275	100	.....	The 100 barrels were elephant-oil.
Atlantic	July —	Aug. 15, 1853	60	40	.....	Added 1852; withdrawn 1853.
South Atlantic.	June 23	Mar. 12, 1854	330	870	3,000	Added 1852 from New Bedford; built 1849; sent home 377 sperm, 510 whale, 2,400 bone.
Pacific Ocean ..	July 13	.....	.....	.....	.....	Condemned at Tahiti 1856; oil shipped home by schooner Heloise and lost near Rio.
do	Dec. 25	May 31, 1857	780	.....	.....	Sent home 417 barrels sperm; Broken up 1856.
do	Sept. 2	July 14, 1856	1,600	130	.....	Sold to New Bedford.
do	Aug. 28	July 15, 1856	750	.....	.....	Built 1852 at Mattapoisett; Captain Upham died on the voyage; sold to New Bedford.
do	Dec. 15	June 1, 1857	1,060	.....	.....	Built 1848 at Woolwich, Me.
Atlantic	June 6	Sept. 12, 1854	165	25	.....
Pacific Ocean ..	Aug. 5	May 11, 1856	300	1,300	.....	Built 1852 at Newburyport; sent home 443 barrels sperm; burned at Payta October, 1854.
do	Oct. 2	.....	.....	.....	.....
Atlantic	May 20	June 21, 1853	Clean	.....	.....
do	Sept. 26	Aug. 23, 1853	60	30	.....
Indian Ocean ..	Dec. 6	Oct. 19, 1856	1,000	.....	.....	Broken up at New Bedford 1857.
Pacific Ocean ..	May 19	Aug. 7, 1856	1,300	100	.....	Was taken upon the marine railway at Braut Point, Nantucket, and the hull repaired; burned there in 1859.
do	Dec. 22	July 14, 1856	734	.....	.....	Sent home 350 barrels sperm; sold to Edgartown.
Sooloo Sea	June 1	Apr. 20, 1856	835	382	6,300	Added 1852 from New York; built 1848; sent home 30 sperm.
Pacific Ocean ..	June 8	Apr. 28, 1856	77	1,857	14,100	Added 1852.
North Pacific ..	Jan. 28	Aug. 10, 1855	168	628	4,500	Condemned at Callao 1852.
Atlantic	June 10	Mar. 19, 1853	129	4	.....	Added 1851.
do	Feb. 26	Feb. 15, 1853	250	.....	.....	Formerly a Boston and Baltimore packet; added 1851.
Atlantic	May 16	Sept. 14, 1852	.....	150	.....	Added 1852.
do	Apr. —	Aug. 6, 1852	160	.....	.....
do	Jan. 12	Oct. 20, 1852	240	50	.....
do	Mar. 27	Sept. 25, 1852	120	.....	.....
do	Jan. 12	Oct. 2, 1852	175	100	.....
do	May 20	May 9, 1854	520	2	.....	Built 1852; sent home 220 barrels hump-back.
do	Jan. 27	Oct. 29, 1852	220	6	.....	Withdrawn 1853.
do	May 22	Oct. 14, 1852	240	.....	.....
do	Mar. 22	Sept. 11, 1852	175	.....	.....
do	Feb. 1	Jan. 15, 1854	81	7	.....
do	Mar. 24	Apr. 6, 1853	60	.....	.....
do	Apr. 26	Sept. 3, 1852	205	.....	.....
do	Apr. 2	Nov. 2, 1852	170	.....	.....	Sold to Orleans 1853.
do	May 14	Sept. 10, 1852	.....	254	.....
do	Apr. 26	Nov. 12, 1853	115	
do	June 29	Jan. 10, 1854	202	Added 1852.
do	May 5	Sept. 16, 1852	120	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1852.				
<i>Provincetown, Mass.—Continued.</i>				
R. E. Cook	Schooner	80	— Nickerson	John Dunlap
Rienzi	do	109	— Katon	J. E. Bowley
S. R. Soper	do	134	— Soper	S. Soper
Sam'l Cook	Brig	126	— Smith	S. Cook
Shylock	Schooner	115	— Green	Nathaniel Holmes
Union	do	94	— Genn	Jonathan Nickerson
Walter Erwin	do	130	— Nickerson	Atkins Nickerson
Walter K.	do	114	— Tilson	Henry Cook
<i>Orleans, Mass.</i>				
Corvo	Bark	175	William Martin	Thomas A. Snow
Ester	Brig	136	— Hopkins	Heman Smith
Virginia	Schooner	115	— Pettengill	do
<i>Tyuro, Mass.</i>				
Eschol	Brig	143	— Smith	Richard Stevens
Germ	do	171	— Ryan	do
<i>Beverly, Mass.</i>				
B. Franklin	Bark	164	— Brown	F. W. Choate
Gem	Brig	162	— Cook	do
N. D. Chase	Bark	242	— Chase	do
<i>Boston, Mass.</i>				
Rothschild	Bark	261	— Small	Philip A. Locke
September	Brig	115	— Heath	Francis Fluker
<i>Fall River, Mass.</i>				
Aerial	Bark	225	— Baker	John S. Cotton
Caravan	Ship	330	— Bragg	Wm. Lindsey
D. M. Hall	Bark	263	— Manchester	John S. Cotton
<i>Salem, Mass.</i>				
Margaretta	Bark	230	— Holmes	Benjamin Webb
<i>Warren, R. I.</i>				
Belle	Bark	266	— Borden	S. P. Child
Benjamin Rush	Ship	385	— Munroe	do
Bowditch	do	390	— Waldron	do
Covington	Bark	351	— Newman	C. T. Child
Florence	do	326	Charles Barton	R. B. Johnson
Mary Frances	do	311	— Smith	S. P. Child
Millinocket	do	180	— Worth	R. B. Johnson
1853.				
<i>New Bedford, Mass.</i>				
Adeline	Ship	399	Joseph Brotherson	C. R. Tucker & Co
Abm. Barker	do	400	Abm. Barker, Jr.	Abraham Barker
Afton	Bark	249	James Archer	F. & G. R. Taber
Alfred	Schooner	184	R. W. Dexter	William G. E. Pope
America	Bark	257	Abner West	Jos. A. Beauvais
Andrews	do	303	Obed Smith	William F. Howland
Brandt	Ship	310	Henry M. Bonney	Alexander Gibbs
Balsora	do	301	John S. Dorman	J. & J. Howland
Bevis	Bark	214	Seth D. McFarlin	Benjamin B. Howard
Canton Packet	Ship	274	Gilb. B. Borden	I. H. Bartlett & Son
Chas. W. Morgan	do	351	Tristram P. Ripley	L. Howland, Jr., & Co.
Charles	do	290	John Manter	L. Kollock & Son
Champion	do	336	William B. Waterman	James D. Thompson
Charlestown Packet	Bark	184	Benjamin F. Ellis	Thomas Knowles & Co.
Chris. Mitchell	Ship	357	Frederick Slocum	David B. Kempton

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Apr. 30	Aug. 8, 1852	150	.....	.....
....do	Apr. 16	Oct. 14, 1852	170	.....	.....
....do	Apr. 16	Dec. 20, 1852	85	.....	.....	Added 1852.
....do	May 26	Aug. 29, 1853	154	.....	.....
....do	Mar. 12	Dec. 8, 1852	10	.....	.....	Withdrawn 1853.
....do	June 2	Sept. 9, 1852	.....	160	.....
....do	Mar. 22	Jan. 11, 1853	150	.....	.....
....do	Apr. 20	June 27, 1853	74	.....	.....	Also 15 barrels blackfish.
Atlantic	May 19	Oct. 27, 1853	360	.....	.....	Added 1852 from New York.
....do	June 28	July 30, 1853	70	25	.....
....do	Apr. 24	Sept. 10, 1852	275	.....	.....
Atlantic	June —	Oct. 20, 1853	70	.....	.....
....do	Apr. 26	.....	.....	.....	.....	Bought from Boston 1852; condemned at Saint Thomas November 4, 1852.
Atlantic	June 15	Sept. 21, 1853	250	50	.....
....do	Feb. 16	Apr. 28, 1853	300	.....	.....
....do	Dec. 18	Oct. 30, 1854	260	.....	.....	Added 1851.
Atlantic	Aug. 14	Aug. 8, 1854	291	4	.....	Sold to Orleans 1854.
....do	July 8	June 12, 1853	120	150	.....	Sold to Orleans 1853.
Atlantic	July 13	Sept. 12, 1853	80	41	.....	Sent home 31 sperm.
North Pacific ..	Sept. 22	Apr. 14, 1856	.....	1,944	11,600	Sold to New Bedford 1856; sent home 20,303 bone.
Indian Ocean ..	June 8	Sept. 23, 1852	140	2	.....	Added 1852; sailed again October 27, 1852; returned September 5, 1853, with 250 sperm and 1 whale.
Atlantic	Sept. 17	Dec. 8, 1853	180	30	.....
Pacific Ocean ..	Aug. 15	Mar. 24, 1856	114	498	.....	Built at Warren 1852; sent home 5,600 bone.
N. W. Coast	Oct. 13	June 16, 1853	50	40	.....	Put into New Bedford; Captain Munroe and three men killed by a whale February 24, 1853; crew discouraged.
North Pacific ..	Aug. 19	May 20, 1856	.....	2,534	16,500	Sent home 22,050 bone.
....do	July 20	Apr. 14, 1856	32	1,535	2,700	Sent home 25 sperm, 296 whale, 20,000 bone.
Indian Ocean ..	Sept. 22	June 5, 1855	1,116	100	.....	Added 1852.
Pacific Ocean ..	Sept. 19	June 25, 1856	604	.....	.....
Indian Ocean ..	May 24	Apr. 29, 1855	240	.....	.....	Third mate died at sea 1852; sold to New Bedford 1853.
Pacific Ocean ..	Aug. 29	July 12, 1856	83	1,674	14,400	Sent home 1,236 whale, 31,320 bone.
North Pacific ..	July 20	May 6, 1857	138	430	5,100	
Atlantic	Aug. 9	May 5, 1856	336	67	.....	Bought from Boston 1853.
....do	Nov. 5	Apr. 7, 1855	88	40	.....	Sold to Boston for a Fayal packet 1855.
....do	May 7	Sept. 22, 1854	309	61	.....	Sold to Mattapoisett 1855.
Pacific Ocean ..	June 20	Mar. 25, 1858	530	.....	.....	Sent home 200 sperm.
....do	Sept. 16	May 13, 1856	270	.....	.....	Loet on Gallipagos Islands 1853.
Indian Ocean ..	July 27	May 27, 1856	642	5	.....	Sent home 475 sperm.
North Pacific ..	Nov. 7	Apr. 24, 1857	17	1,401	13,300	Sent home 400 sperm, 542 whale, 11,500 bone.
....do	Sept. 20	Apr. 27, 1856	263	1,955	12,000	Sent home 10,700 bone.
Pacific Ocean ..	Sept. 1	.....	.....	.....	.....	Loet 1853.
....do	Sept. 22	July 3, 1855	511	1,841	27,000	Sent home 90 sperm.
Indian Ocean ..	Sept. 16	.....	.....	.....	.....	Condemned at Mahe 1853.
North Pacific ..	July 5	Apr. 14, 1856	129	2,633	14,600	Bought from Nantucket 1853; sent home 12,000 bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
<i>New Bedford, Mass.—Continued.</i>				
Cicero.....	Ship.....	253	Fobes W. Manchester	L. Kollock & Son.....
City.....	do.....	351	S. Henry Gifford	Abm. H. Howland.....
Clarice.....	Bark.....	237	Peleg W. Gifford	Edward C. Jones.....
Condor.....	Ship.....	349	Stephen Kempton	Charles W. Morgan.....
Cortes.....	do.....	382	Charles F. Stetson	G. & M. Howland.....
Cornelia.....	Bark.....	219	Reuben W. Crapo	L. Kollock & Son.....
Coosack.....	do.....	256	Ansel Tripp	Charles Hitch & Son.....
Edward.....	do.....	274	Abner Smith	T. Knowles & Co.....
Eagle.....	Ship.....	336	— Cannon	Swift & Perry.....
Eliza F. Mason.....	do.....	582	Nathaniel M. Jernegan	L. Howland, jr., & Co.....
Florida.....	do.....	330	Joseph C. Little	Edward C. Jones.....
Franklin.....	Bark.....	273	Roland T. Packard	Isaac M. West.....
Franklin, 2d.....	do.....	219	Samuel Lee	Francis Post.....
Franklin.....	Ship.....	333	Josiah Richmond	William P. Howland.....
Garland.....	do.....	243	William C. Parsons	Rodney French.....
Gen. Pike.....	do.....	313	Henry Tew	William Gifford.....
George.....	do.....	280	Jonathan Jenney	John A. Parker.....
Gideon Howland.....	do.....	379	Charles R. Bryant	L. Howland, jr., & Co.....
Gov. Troup.....	do.....	430	Anthony Milton	E. C. Jones.....
Hecla.....	Bark.....	207	Henry T. Gifford	T. Knowles & Co.....
Hercules.....	do.....	335	Joshua W. Potter	Perry & Swift.....
Hibernia.....	Ship.....	327	John M. Honeywell	Robert Gibbs.....
Hope.....	Bark.....	186	Crary Waite	W. & G. D. Watkins.....
Illinois.....	Ship.....	413	George A. Covell	Wood & Nye.....
Iris.....	do.....	311	John C. Weeks	E. C. Jones.....
James Andrews.....	Bark.....	275	Benjamin Kelley	Charles Hitch & Son.....
James Arnold.....	Ship.....	383	Thomas Sullivan	Henry Taber & Co.....
Jereh Swift.....	do.....	454	William Earl	Swift & Allen.....
John Dawson.....	Bark.....	237	Samuel H. Crowell	J. & W. R. Wing.....
Joshua Bragdon.....	do.....	270	Benjamin Swain	Lawrence Grinnell.....
Junior.....	Ship.....	378	S. H. Andrews	D. R. Greene & Co.....
J. E. Donnell.....	Bark.....	343	John Charry	Swift & Allen.....
Keoka.....	do.....	250	John G. Howland	James H. Slocum.....
King Fisher.....	Ship.....	425	Martin Palmer	J. Bourne, jr.....
Lagoda.....	do.....	341	Benjamin B. Lamphier	.....do.....
Lapwing.....	do.....	432	William Weeks	E. C. Jones.....
Levi Starbuck.....	do.....	376	William Jernegan	E. W. Howland.....
Lewis.....	do.....	308	Charles A. Bonney	Chapman & Bonney.....
Lexington.....	Bark.....	201	Hillard Mayhew	B. B. Howard.....
Liverpool.....	Ship.....	306	Henry P. Barker	Abm. Barker.....
Louisiana.....	do.....	297	Jeremiah C. Norton	T. & A. R. Nye.....
Louisa.....	Bark.....	316	Daniel B. Green	Swift & Allen.....
Majestic.....	Ship.....	297	Thomas Percival	S. Thomas & Co.....
Marcella.....	Bark.....	210	Benjamin S. Morton	C. R. Tucker & Co.....
Martha.....	Ship.....	315	Isaac H. Wing	E. W. Howland.....
Mary Frazier.....	do.....	228	James S. Hazard	Benjamin F. Howland.....
Mary Ann.....	Bark.....	214	A. H. Macomber	J. A. Parker.....
Metacom.....	Ship.....	360	E. H. Woodbridge	J. B. Wood & Co.....
Midas.....	do.....	323	Ezra T. Howland	.....do.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean...	July 7	Apr. 14, 1856	82	64	6,300	Sent home 6,140 bone.
....do.....	June 20					Lost in Saghalien Bay, September 7, 1854.
....do.....	Oct. 16	June 2, 1857	1,370	11		
North Pacific...	Sept. 16	May 19, 1856	169	1,694	70	Sent home 40 whale.
....do.....	Sept. 13	Feb. 23, 1857	691	1,834	11,200	Sent home 14,000 bone.
South Atlantic	Oct. 24	May 7, 1857	93	594	1,800	Sent home 403 sperm, 205 whale, 2,500 bone.
North Pacific...	Aug. 1	Apr. 24, 1857	76	1,371	9,300	Sent home 7,170 bone.
....do.....	Oct. 6	May 11, 1856	25	1,984	15,000	Sent home 10,361 bone.
....do.....	Oct. 19	Apr. 5, 1856		1,964	24,300	Sent home 350 whale, 6,500 bone.
....do.....	Dec. 2	Apr. 16, 1857	2	1,125	16,800	Bought from Baltimore 1853; built 1851; fired by crew and considerably burned 1855; sent home 90 sperm, 997 whale, 12,300 bone.
....do.....	Oct. 15	Sept. 4, 1856	312	1,932		Sent home 7,659 bone.
Pacific Ocean...	Sept. 1	Sept. 16, 1857	794			Sent home 406 sperm, 14,790 bone.
....do.....	June 25	July 4, 1857	214	15		Bought from Warren 1852; sent home 331 sperm.
North Pacific...	Sept. 5	May 6, 1857	210	1,610	7,700	
Pacific Ocean...	Nov. 16	Apr. 10, 1856	627	74		Sent home 405 sperm.
North Pacific...	Nov. 17	June 15, 1856	152	1,154	5,400	Sent home 8,580 bone; Captain Tew died May 11, 1854.
Atlantic & Ind	Sept. 20	Aug. 2, 1857	42	937		Sent home 54 sperm, 9,000 bone.
North Pacific...	Sept. 2	May 7, 1857		1,375	5,500	Sent home 84 sperm, 1,026 whale, 20,000 bone.
....do.....	Aug. 2	Mar. 16, 1856		3,301		Sent home 14,000 bone.
Indian Ocean...	Apr. 21	Nov. 16, 1855	192			
North Pacific...	Dec. 1	May 30, 1857	1,845			
Atlantic & Ind	June 7	Aug. 8, 1857	199	537		Sent home 45 whale, 12,000 bone.
Indian Ocean...	Aug. 16	May 4, 1856	905			Sent home 1,209 sperm.
North Pacific...	Oct. 18	July 2, 1857	212	66	5,100	
Indian Ocean...	June 16	June 9, 1854	62			Sent home 27 sperm.
North Pacific...	Dec. 13	Oct. 2, 1857		1,181		Sent home 450 whale, 3,000 bone; Captain Kelley was hurt in Marguerita Bay.
Pacific Ocean...	May 3	Nov. 22, 1856	2,550	63	500	Built 1852.
North Pacific...	Sept. 6	May 5, 1857	45	1,744	2,900	Built at Dartmouth 1853. Sent home 973 whale, 12,000 bone.
Atlantic & Pac	May 2					Added 1853.
Pacific Ocean...	Oct. 29	Aug. 2, 1857	314	46		Added 1853; sent home 875 sperm, 561 whale.
North Pacific...	Sept. 17	May 16, 1857		48	5,000	Sent home 20,109 bone.
....do.....	Aug. 30	Apr. 11, 1857		2,536	7,700	Sent home 20,481 bone; sold to Fairhaven and broken up 1857.
Pacific Ocean...	Oct. 29	May 7, 1857	147	20		Formerly a merchantman; added 1853; sold to Westport 1857.
North Pacific...	Sept. 22					Sent home 402 whale, 19,100 bone; built at Gardiner, Me., 1853; sailed once and returned badly damaged, having been run into by a New York ship; lost on Company's Island May 13, 1855; had 500 sperm, 1,200 whale.
....do.....	Nov. 3	May 25, 1856		1,683	23,000	Captain Lamphier drowned by the upsetting of his boat at Shantoe Islands October 9, 1855; sent home 149 sperm, 825 whale, 12,500 bone.
Atlantic & Ind	Aug. 11	Feb. 27, 1856	2,100	17		Built at Mattapoisett 1853.
North Pacific...	Oct. 12	Apr. 30, 1857		2,302	2,600	Sent home 390 sperm, 50 whale, 22,865 bone.
....do.....	Aug. 15	May 6, 1857	8	2,267		Added 1853; sent home 320 whale, 32,600 bone.
Indian Ocean...	Apr. 19	Nov. 14, 1854	52	28		Sent home 321 sperm.
North Pacific...	Oct. 12	June 3, 1857	72	1,370	3,300	Sent home 300 whale, 10,000 bone; sold to Dartmouth 1857.
Pacific Ocean...	July 9	Sept. 8, 1857	1,000			
North Pacific...	Aug. 2	July 12, 1856	157	1,542	19,200	Sent home 580 whale, 10,000 bone.
....do.....	July 20	Apr. 15, 1857	107	1,370		Sent home 8,100 bone.
Pacific Ocean...	Nov. 23	July 11, 1856	234			Sent home 63 sperm.
North Pacific...	Nov. 29	May 7, 1857	240	1,661	3,900	Sent home 13,000 bone.
....do.....	Oct. 29	June 19, 1856	153	1,702	24,300	Sent home 1,090 sperm, 18,800 bone.
Atlantic.....	May 9	May 20, 1856	455	39		Formerly a brig; bought from New York and rigged 1852; sent home 310 sperm; sold 1856 to Mattapoisett.
North Pacific...	Aug. 9	May 6, 1857	2	1,052	11,300	Sent home 477 whale, 22,300 bone.
Pacific Ocean...	July 27	Mar. 21, 1857	549	749	250	Sent home 7,740 bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
<i>New Bedford, Mass.—Continued.</i>				
Miantonomi.....	Ship...	437	William W. Clement..	Swift & Allen.....
Minerva.....	do	408	Peter Pease.....	William Gifford.....
Montpellier.....	do	328	Job Macomber.....	J. R. Thornton.....
Montreal.....	do	542	S. L. Gray.....	C. R. Tucker & Co.....
Morea.....	do	330	Thomas B. Peabody...	B. B. Howard.....
Morning Star.....	Bark.....	305	William Cleveland....	S. Thomas & Co.....
Mt. Wollaston.....	Ship.....	325	William R. Potter.....	Wood & Nye.....
Nassau.....	do	408	H. C. Murdock.....	Perry & Swift.....
Nauticoon.....	do	375	William H. Luce.....	A. H. Howland.....
Nye.....	Bark.....	311	Howland.....	Abner R. Tucker.....
Ocean.....	Ship.....	345	William C. Fuller.....	J. R. Thornton.....
Ohio.....	do	383	John Barrett.....	E. W. Howland.....
Othello.....	do	424	John A. Beckerman....	T. & A. R. Nye.....
Pantheon.....	do	271	Gardner Hazard.....	Lorenzo Pierce.....
Pauline.....	Bark.....	271	J. E. Stanton.....	Swift & Allen.....
Petrol.....	Ship.....	353	Moses G. Tucker.....	J. R. Thornton.....
Reindeer.....	do	450	Peter Crownwell.....	E. W. Howland.....
Rebecca Sims.....	do	400	Samuel B. Gavitt.....	William R. Rodman....
Robert Edwards.....	do	376	John A. Kelley.....	J. & J. Howland.....
Roscoe, 2d.....	Bark.....	275	Asa R. Gifford.....	J. Bourne, jr.....
Roussseau.....	Ship.....	300	Charles S. Pope.....	G. & M. Howland.....
Sally Anne.....	do	312	Jabez S. Hathaway...	D. R. Greene & Co.....
Sea Breeze.....	Bark.....	493	Cushman.....	O. & E. W. Seabury...
Sea Flower.....	do	151	E. G. Cudworth.....	Charles Almy.....
Sea Gull.....	Ship.....	455	Charles Nichols.....	J. B. Thornton.....
Seine.....	do	281	Amb. S. Landra.....	Rodney French.....
Smyrna.....	Bark.....	215	George Bliss.....	Richmond & Wood....
Statira.....	do	348	James Burdett.....	William Hathaway, Jr..
St. George.....	Ship.....	408	Joseph Dias, jr.....	Abm. Barker.....
Superior.....	Bark.....	271	Charles L. Norton.....	James B. Wood & Co...
Sea Breeze.....	do	493	Smith.....	O. & E. W. Seabury...
Susan.....	do	261	Jos. K. Green.....	A. H. Howland.....
Swift.....	Ship.....	321	Frederick Vincent.....	Thomas S. Hathaway...
Triton.....	do	300	John B. Dornin.....	I. Howland, jr., & Co.
Tropic Bird.....	Bark.....	220	Alfred C. Davis.....	William P. Howland...
Washington.....	Ship.....	344	Richard Holley.....	J. Bourne, jr.....
Wm. Badger.....	do	334	Jason L. Braley.....	B. B. Howard.....
Wm. Thompson.....	do	485	James W. White.....	Perry & Swift.....
William Wirt.....	do	387	Edward R. Ashley.....	Edmund Maxfield.....
Young Hector.....	do	411	Peter G. Smith.....	W. P. Howland.....
Young Phenix.....	do	377	Charles Tobey.....	J. A. Parker.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean..	July 27	.....	.....	.....	.....	Added 1853; built in North Carolina 1850; lost on Island of Ascension November 18, 1854; saved 100 sperm.
North Pacific..	Sept. 30	Apr. 7, 1856	.....	1,864	15,800	Sent home 243 sperm, 1,300 whale, 25,150 bone; condemned and broken up at Honolulu March 5, 1857; oil (630 barrels) shipped home.
....do	Sept. 1	Apr. 7, 1857	.....	2,377	16,500	Sent home 100 sperm, 12,000 whale, 35,399 bone.
....do	Oct. 13	May 1, 1856	43	1,953	22,600	Sent home 35 sperm, 225 whale, 8,000 bone.
Pacific Ocean..	Nov. 10	May 18, 1857	712	.....	.....	Built at Dartmouth 1853; sent home 791 sperm; Mr. Leates, fourth mate, died March, 1855.
....do	Dec. 31	June 27, 1857	1,051	1,214	2,700	Sent home 9,500 bone.
North Pacific..	Oct. 9	July 14, 1856	91	2,210	18,200	Sent home 945 sperm, 23,075 bone.
....do	Oct. 13	.....	.....	.....	.....	Bought from Nantucket 1853; returned once badly damaged in a gale; David A. Little, second mate, died September, 1854; lost in Honolulu harbor November 24, 1856; cargo (2,300 barrels oil and 10,000 pounds bone) saved and sent home; sent home also about 13,000 bone.
Atlantic	Dec. 16	.....	.....	.....	.....	Sent home 403 sperm.
Pacific Ocean..	May 27	June 29, 1856	1,563	.....	.....	Sent home 945 sperm, 23,075 bone.
North Pacific..	Nov. 10	May 6, 1857	277	2,584	.....	Built 1853 at Fairhaven; sent home 237 sperm.
Pacific Ocean..	Aug. 11	June 15, 1856	1,599	1	.....	Sent home 54 sperm, 130 whale, 11,594 bone; burned by crew at Nukahiva March 23, 1856; saved 300 sperm.
....do	Nov. 24	.....	.....	.....	.....	Sent home 793 sperm.
Indian Ocean..	Sept. 30	May 30, 1857	446	71	.....	Built at Mattapoisett 1853; sent home 14 sperm, 270 whale, 16,193 bone.
North Pacific..	Oct. 4	June 23, 1857	63	1,053	5,900	Built at Mattapoisett 1853; (1) sent home on voyage 250 sperm, 20,000 pounds bone, and sold and sent home 275 whale.
....do	Oct. 4	Feb. 14, 1856	60	2,212	.....	Sent home 1,250 whale, 10,000 bone; sold to Fairhaven 1857.
....do	Dec. 2	June 9, 1857	.....	990	11,300	Sent home 694 sperm.
....do	Sept. 6	July 24, 1857	761	17	.....	Sent home 121 sperm, 6,426 bone.
....do	Nov. 17	July 24, 1856	14	1,442	5,600	Lost on Friendly Islands April 2, 1854.
....do	Oct. 17	July 5, 1857	29	794	5,900	Sent home 243 sperm, 7,000 bone.
Pacific Ocean..	July 9	.....	.....	.....	.....	Sent home 243 sperm, 7,000 bone.
....do	Dec. 5	June 30, 1856	711	1,046	.....	Built at Fairhaven 1853.
Atlantic	June 7	Sept. 2, 1857	81	11	.....	Sent home 250 whale, 12,800 bone.
Pacific Ocean..	June 9	Aug. 26, 1857	2,025	10	.....	Sent home 85 sperm.
North Pacific..	Oct. 18	Aug. 28, 1856	65	925	1,500	Sent home 76 sperm, 1,058 whale, 9,450 bone.
Indian Ocean..	Dec. 9	Sept. 9, 1857	701	.....	.....	Sent home 4,200 bone.
Pacific Ocean..	Aug. 31	A. g. 8, 1857	1,037	33	.....	Built 1853; returned in consequence of illness of Captain Smith.
North Pacific..	Sept. 10	May 6, 1857	2	1,100	9,900	Sent home 794 sperm.
Pacific Ocean..	May 18	Mar. 16, 1857	795	273	.....	Sent home 541 sperm.
....do	Sept. 1	Nov. 25, 1853	26	.....	.....	Sent home 18 sperm, 880 whale, 21,833 bone.
....do	Nov. 17	June 25, 1856	1,154	137	.....	Bought from Lynn 1853; sent home 100 sperm, 425 whale, 5,000 bone.
....do	June 18	Dec. 2, 1856	1,425	.....	.....	Sent home 31,553 bone.
....do	Aug. 29	Feb. 23, 1857	836	.....	.....	Bought from Fairhaven 1853; third mate.
Atlantic & Ind	Nov. 1	Apr. 27, 1855	750	66	.....	James Clark, drowned October 6, 1853; sold and sent home 80 sperm, 400 whale, 23,000 pounds bone.
North Pacific..	Aug. 22	Mar. 24, 1857	55	1,802	15,900	Built 1853.
Indian Ocean..	Sept. 17	June 3, 1857	.....	135	3,000	Sent home 696 sperm and whale, 27,549 bone
North Pacific..	Nov. 2	May 6, 1857	164	3,357	11,500	
....do	Oct. 2	May 10, 1856	97	2,486	22,900	
Pacific Ocean..	Oct. 4	June 3, 1857	1,770	
North Pacific..	Aug. 16	Apr. 7, 1857	1,257	19,700	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
<i>Fairhaven, Mass.</i>				
Adeline Gibbs	Ship	351	G. P. Pomeroy	Gibbs & Jenney
Arab	do	336	Edwin Grinnell	Ezekiel Sawin
Arab	Bark	376	Asa E. Copeland	L. F. Ferry
Belle	do	390	Ishabod Handy	Edmund Allen
Erie	Ship	451	Jared Jernegan	Nathan Church
Favorite	Bark	293	Shubael S. Spooner	F. R. Whitwell
Harvest	do	314	Obadiah B. Spencer	Jabes Delano, jr.
Iowa	do	285	Stephen Merrihew	Levi Jenney, jr.
John A. Robb	do	373	William H. Skinner	L. C. Tripp
Oregon	Ship	332	Henry Eldridge	do
Sharon	do	354	John Church	Gibbs & Jenney
Speedwell	do	406	Benjamin F. Gibbs	Stephen C. Gibbs
Syren Queen	do	461	Ira Lakey	Gibbs & Jenney
<i>Dartmouth, Mass.</i>				
A. R. Tucker	Bark	218	Joseph C. Smith	Abner R. Tucker
Brumswick	Ship	293	Henry P. Butler	do
Nye	Bark	211	Frederick S. Howland	Tucker & Cummings ..
<i>Westport, Mass.</i>				
Barclay	Bark	198	Weston S. Tripp	Alexander H. Corey
Catherwood	do	199	Ingraham D. Oliver	C. A. Church
Champion	do	209	John S. Gardner	Andrew Hicks
D. Franklin	do	171	David S. Russell	Job Davis
Mattapoisett	do	150	Leander Smith	Henry Wilcox
Mexico	Brig	130	Job Collins	do
Platina	Bark	264	David E. Allen	A. Hicks
President	do	180	Horace Young	do
Sea Fox	do	246	Stephen H. Comery	do
T. Winalow	do	136	Davis A. Blake	John Hicks
<i>Edgartown, Mass.</i>				
Alfred Tyler	Bark	225	—— Ripley	John A. Baylies
American	Ship	329	—— Jernegan	do
Champion	do	399	—— Pease	Benjamin Worth
Europa	do	400	John H. Pease	Abraham Osborne
Monterey	Schooner	100	Consider Fisher	do
Vineyard	Ship	381	—— Fisher	B. Worth
<i>Wareham, Mass.</i>				
G. Washington	Ship	374	Granville S. Allen	Stephen C. Gibbs
<i>Sandwich, Mass.</i>				
Amelia	Brig	137	Elijah A. Chadwick	W. F. Lapham
Ocean	do	163	—— Chadwick	do
<i>Provincetown, Mass.</i>				
Alleghany	Schooner	——	——	——
Alexander	do	75	—— Snow	B. Allstrum
Antarctic	do	136	—— Cook	J. E. Bowley
Chanticleer	do	87	—— Soper	Samuel Cook
E. Nickerson	do	131	O. W. Allerton	Enoch Nickerson
Franklin	Bark	179	—— Holmes	Samuel Soper
Hanover	Schooner	114	—— Cook	T. Hillard
Harriet Neal	do	125	—— Fisher	R. L. Thatcher
H. N. Williams	do	108	——	Phillip Cook

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
North Pacific ..	Sept. 12	May 10, 1857	150	2,080	.....	Sent home 563 whale, 29,800 pounds bone.
Pacific Ocean ..	Dec. 9	May 30, 1857	40	1,470	14,100	
North Pacific ..	Oct. 3	May 8, 1857	.....	633	.....	Sent home 812 whale, 1,397 pounds bone.
Pacific Ocean ..	Jan. 7	Aug. 21, 1857	603	.....	.....	Sent home 337 sperm, 593 ococo-oil.
North Pacific ..	Sept. 1	Mar. 8, 1857	.....	3,011	10,600	Sent home 70 whale, 24,397 pounds bone.
....do	Nov. 10	May 30, 1857	100	850	4,500	Sent home 639 whale, 12,000 pounds bone.
....do	Oct. 29	May 6, 1857	105	1,040	10,000	Captain Spenser came home sick 1857.
Atl. and Pac. ...	May 27	Apr. 27, 1856	353	173	1,300	Bought from Baltimore 1853; built 1843; sent home 40 sperm.
Pacific Ocean ..	Oct. 26	June 23, 1857	370	.....	.....	Sent home 620 sperm.
North Pacific ..	Sept. 16	May 31, 1857	220	590	.....	Sent home 1,550 pounds bone.
Pacific Ocean ..	Jan. 6	Sept. 6, 1856	779	.....	.....	Sent home 923 sperm.
North Pacific ..	Nov. 16	Apr. 9, 1857	60	1,854	10,800	Built at Fairhaven 1853; sent home 234 whale, 12,360 pounds bone.
....do	Oct. 29	Apr. 15, 1856	.....	1,100	16,100	Built at Mattapoisett 1853; Captain Lakey took command of Arctic 1853; sent home 2,814 whale, 26,469 pounds bone.
Pacific Ocean ..	Nov. 16	June 21, 1857	344	40	.....	Sent home 431 sperm.
North Pacific ..	July 26	July 14, 1856	.....	600	5,800	Third mate, Mr. Randall, drowned in a gale October, 1856; sent home 575 whale, 14,000 pounds bone.
Atlantic	Dec. 16	Mar. 26, 1856	783	664	2,600	Sent home 75 sperm, 2,600 pounds bone.
Atlantic	Jan. 8	Aug. 21, 1854	466	40	.....
....do	Aug. 29	.....	.....	.....	.....	Lost on Gallipagos Islands Nov. 18, 1855.
Pacific Ocean ..	Nov. 15	Apr. 16, 1857	820	.....	.....
Atlantic	June 16	Mar. 7, 1855	407	.....	22	
....do .....	.....	Sept. 6, 1853	117	.....	.....	Sailed again Nov. 10, 1853; returned Sept. 4, 1854, with 259 sperm, 18 whale.
....do	Nov. 10	.....	.....	.....	.....	Condemned at Saint Thomas Mar. 25, 1854.
....do	Jan. 31	.....	.....	.....	.....
Indian Ocean ..	Oct. 6	Feb. 21, 1857	909	.....	.....	Captain Young left ship 1856.
Pacific Ocean ..	Nov. 29	Aug. 21, 1853	334	.....	1	Sent home 200 sperm.
....do	Nov. 28	June 1, 1856	615	.....	32	Sent home 21 sperm.
Atlantic	Dec. 2	June 6, 1856	135	.....	10	
North Pacific ..	Aug. 31	May 13, 1857	10	550	.....	Sent home 11 000 pounds bone; renamed Eureka in 1857.
....do	Oct. 13	Apr. 16, 1857	120	1,120	6,000	Added 1853; sent home 540 whale, 9,500 pounds bone.
....do	Sept. 9	May 20, 1856	.....	1,867	16,700	Sent home 10,440 pounds bone.
....do	Oct. 4	June 12, 1857	131	894	11,600	Bought from Salem 1853; sent home 37 sperm, 98 whale, 30,000 pounds bone.
Atlantic	May 2	June 24, 1853	.....	60	.....	Monterey formerly in fishing business; added 1853; sailed again 1853; returned August 18, 1854, with 102 sperm, 8 whale.
North Pacific ..	July 16	Apr. 7, 1856	261	2,064	36,200	Sent home 13 sperm.
North Pacific ..	Aug. 23	.....	.....	.....	.....	Sent home 228 sperm, 5,001 pounds bone.
Atlantic	May 11	Sept. 2, 1856	.....	Clean	.....	Formerly a schooner; rig changed 1853; sold.
....do	May 11	Apr. 25, 1856	280	140	1,000	
Atlantic	May —	Sept. 4, 1853	.....	200	.....
....do	May —	Sept. 15, 1853	108	.....	.....
....do	Mar. 19	July 24, 1854	133	.....	10	
....do	May 10	Sept. 19, 1853	133	.....	17	
....do	Mar. 8	Sept. 25, 1853	145	.....	100	
....do	Lost on Isle of Sal, Cape de Verdes; saved 140 barrels whale.
....do	May 23	Oct. 21, 1853	50	0	
....do	Mar. 9	June 24, 1854	90	
....do	Apr. 19	Jan. 15, 1854	80	71	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
<i>Provincetown, Mass.—Continued.</i>				
John Adams	Schooner	104	— Burke	John Adams
Louisa	do	109	— Rider	S. Cook
Medford	do	105	— .....	..
Montesuma	do	100	— Freeman .....	..
Mountain Spring	do	86	— Young	J. E. Bowley
Preston	do	75	— Smith	S. Cook
Richards	do	100	— Young .....	..
R. E. Cook	do	80	— Higgins	John Dunlap
Rienzi	do	109	— Katon	J. E. Bowley
S. R. Soper	do	130	— Soper	Samuel Soper
Seychelle	Ship	..	..	..
Spartan	Bark	190	— Cook	Stephen Nickerson
Union	Schooner	90	— Genn	Jonathan Nickerson
Walter Ervin	do	130	— Nickerson	Atkins Nickerson
Walter K.	do	114	— Heath	Henry Cook
Waldron Holmes	do	90	— Young	Alatrum & Holmes
<i>Orleans, Mass.</i>				
Lewis Bruce	Brig	113	Reuben Freeman	Leander Crosby
September	do	113	— Allerton	Heman Smith
Virginian	Schooner	113	— Pettengill	do
<i>Gloucester, Mass.</i>				
Flying Arrow	Schooner	110	— Cornell	Marchent & Wells
<i>Beverly, Mass.</i>				
B. Franklin	Bark	164	— Johnson	F. W. Choate
Eben Dodge	do	221	— Osborn	do
Gem	Brig	162	— Cook	do
Lady Suffolk	Bark	210	— Miller	do
<i>Lynn, Mass.</i>				
Com. Freble	Bark	323	Samuel M. Prentice	Andrews Breed
<i>Mattapoisett, Mass.</i>				
Elizabeth	Bark	219	Asa Hoxie	R. L. Barstow
March	Brig	89	M. Adams	do
Sun	Bark	184	— Tatch	do
<i>Sippican, Mass.</i>				
Admiral Blake	Schooner	120	Benjamin B. Handy	B. B. Handy
<i>Holmes's Hole, Mass.</i>				
Pocahontas	Ship	341	— Butler	Thomas Bradley
<i>Falmouth, Mass.</i>				
Com. Morris	Ship	353	Lewis H. Lawrence	Oliver C. Swift
Hobomok	do	414	— Childs	do
<i>Nantucket, Mass.</i>				
Game Cock	Schooner	..	William Patterson .....	..
Ganges	Ship	315	John B. Nickerson	Meador & Easton
Harvest	do	360	Benjamin F. Riddell	Rand & Paddock
Henry	do	340	David Bunker, 2d	Perry & Gardner
Hamilton	Schooner	..	James McGuire .....	..
Lexington	Ship	399	Peter C. Brook	Perry & McCleave
Massachusetts	do	380	Horace Nickerson	Zenas L. Adams

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	May —	Sept. 19, 1853	Bbls. 243	Bbls.	Lbs.	Put into Newport Sept. 17, dismasted.
do	Apr. 11	Oct. 30, 1853	75			
do	May 16	Jan. 20, 1854	20			Added 1853.
do	May —	Sept. 30, 1853	30	17		Added 1853.
do	Apr. 20	Sept. 20, 1853	15	30		New 1853.
do	Feb. 18	Sept. 17, 1853	25			
do	Apr. 11	July 25, 1854	124	3		Added 1853.
do	Apr. 23	Apr. 23, 1853		10		{ The R. E. Cook sailed again in 1853 or 1854; returned July 23, 1854, with 230 barrels of whale.
do	May —	Sept. 19, 1853	35			
do	Apr. 27	Oct. 20, 1853	15			
do	Feb. 25	Aug. 23, 1853	150	100		
do	Apr. 22	Apr. 23, 1853		30		Sailed again April 23 and seen next day returning with two small whales, about 15 barrels each.
do	Apr. 19	Aug. 15, 1854	191	6		Sent home 58 sperm.
do	June 10	Sept. 2, 1853		140		
do	Apr. 27	Jan. 4, 1854	150			
do	July 15	June 27, 1853	74			Withdrawn 1853.
do	May 10	Sept. 14, 1853	117			Built 1853.
Atlantic	May 7	Oct. 22, 1853	15	82		Bought from Provincetown 1853.
do	Aug. 24	May 2, 1854				Added 1853; had 25 sperm at last report.
do	Mar. 7	Oct. 2, 1853	100			
Atlantic	Feb. 19	Aug. 30, 1854	82			Built at Essex in 1853; withdrawn 1854.
South Atlantic	Oct. 13	June 10, 1855	54			Sent home 92 sperm.
Indian Ocean	July 15	Oct. 23, 1855	253	8		Added 1852 from merchant-service, nearly new.
Atlantic	June 7	Apr. 23, 1854	88			Withdrawn 1855.
Atl. and Ind	Aug. 19	July 29, 1853	65			Bought from Boston 1853; returned on account of a defective mast; sailed again; Captain Miller died at sea Nov. 12, 1853; sent home 36 sperm.
Pacific Ocean	Oct. 7	May 10, 1857	108	2,550	17,200	Sent home 220 whale, 44,400 pounds bone; sold 1857 and withdrawn.
Pacific Ocean	June 21					Sent home 883 sperm; condemned at Talcahuano March, 1856.
Atlantic	June 8	Aug. 29, 1854	183	46		Bought from New Bedford 1853.
Atlantic & Ind	Oct. 14	Sept. 8, 1855	360			Sent home 147 sperm.
Atlantic	May 29	Oct. 5, 1853	140	6		Added 1853.
Pacific Ocean	July 26	May 31, 1857	40	88	6,000	Sent home 100 sperm, 150 whale, 28,800 bone; sold to New Bedford 1857.
Pacific Ocean	Dec. 7	Oct. 17, 1853	1,096			
North Pacific	Sept. 30	Aug. 2, 1856	307	2,477	18,400	Sent home 4,700 pounds bone.
Atlantic	June 20	July 24, 1853	Clean			Made two voyages between these dates.
Pacific Ocean	Oct. 19					Condemned at Talcahuano June, 1858.
do	Aug. 9	Nov. 10, 1857	493	770		Sent home 100 sperm, 450 whale, 29,577 pounds bone; sold to New Bedford.
do	Oct. 18					Sent home 446 sperm, 43 whale, 576 pounds bone; condemned at Talcahuano 1858.
Atlantic	Apr. 8	Sept. 15, 1853		101		Made five voyages between these dates; built at New York 1844.
Atl. and Pacific	May 21	June 25, 1856	310	1,637		Sold 20 whale; sent home 19,962 bone.
North Pacific	Aug. 16	June 20, 1856	301	1,500		Sent home 15,500 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
<i>Nantucket, Mass.—Continued.</i>				
Monticello	Ship ...	306	Eben Baker	John H. Shaw
Oneco	Schooner	363	Alexander Brown	G. & M. Starbuck & Co.
Omega	Ship ...	363	William T. Hawes	Gardner & McCleave ..
Phoenix	do	363	Israel Morey	I. & P. Macy
Potomac	do	356	Enoch Ackley	E. W. Gardner
Tyleston	Brig ...	111	William H. Tice	David Patterson
William P. Dolliver	Schooner .....	...	...	...
Zenas Coffin	Ship ...	306	J. R. Rose	C. G. & H. Coffin
<i>Fall River, Mass.</i>				
A. Houghton	Bark ...	306	John Marble	Brown & Darfee
Aerial	do	285	— Borden	John S. Cotton
D. M. Hall	do	265	— Pratt	do
<i>Cold Spring, N. Y.</i>				
Splendid	Ship ...	473	— Smith	John H. Jones
<i>Warren, R. I.</i>				
Benjamin Rush	Ship ...	385	— Hotchkiss	S. P. Child
Brutus	do	470	— Swift	R. B. Johnson
Dromo	Bark ...	297	— Thompson	Charles T. Child
Hector	do	225	— Johnson	R. B. Johnson
Hogley	Ship ...	292	— Cole	William L. Baker
Ocean	do	567	— Norton	R. B. Johnson
Sea Shell	Bark ...	331	William Martin	do
Smithfield	do	164	— Cornell	do
<i>New London, Conn.</i>				
Alert	Bark ...	306	— Church	Williams & Haven
Amaret	Brig ...	...	— Buddington	Perkins & Smith
Candace	Bark ...	310	— Star	Williams & Haven
Clematis	Ship ...	311	— Benjamin	Williams & Barnes
Corinthian	do	505	— Rogers	Perkins & Smith
George & Mary	do	356	— Walker	Williams & Haven
Georgiana	Brig ...	...	— Buddington	Perkins & Smith
Jefferson	Ship ...	306	— Williams	Minor, Lawrence & Co. ..
Julius Caesar	do	34	— Babcock	E. V. Stoddard
Lark	Bark ...	336	— Kiblon	Perkins & Smith
Marcia	Schooner	126	— Church	E. V. Stoddard
Mechanic	do .....	...	— Edwards	Perkins & Smith
Mogul	Ship ...	395	— Clark	Williams & Barnes
Phoenix	do	404	— Pendleton	Minor, Lawrence & Co. ..
Tenedos	Bark ...	245	— Norey	do
<i>Stonington, Conn.</i>				
Charles Phelps	Ship ...	362	— Layton	C. P. Williams

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	Nov. 15	Jan. 15, 1858	Bbls. 1, 18.	Bbls.	Lbs.	Sold to New London 1858.
Atlantic ..	Aug. 4	Sept. 6, 1853	.....	.....	.....	No report.
North Pacific ..	Dec. 8	May 7, 1857	.....	1, 800	.....	Sold to Edgartown; sent home 11,056 bone.
.....do	July 19	May 13, 1856	.....	75	975	Sent home 90 sperm, 1,000 whale, 10,800 pounds bone.
Pacific Ocean ..	Oct. 27	Sept. 17, 1857	87.	.....	.....	Captain Ackley died on the voyage; sent home 300 sperm; one of the "stone fleet" sunk off Charleston harbor.
.....do	Oct. 30	.....	.....	.....	.....	Encountered gales off Cape Horn; returned to Pernambuco and was condemned; took no oil.
Atlantic	Apr. 19	Sept. 21, 1853	.....	180	.....	W. P. D. bought from New Bedford; built 1853; made four voyages between those dates.
North Pacific ..	Nov. 17	Feb. 15, 1857	80	2, 515	.....	Sold to New York; sent home \$15,000 worth of oil and bone.
Atlantic	June 27	Feb. 14, 1857	70	80	.....	Built at Robbinston, Me., 1853; sent home 1,400 pounds bone.
Indian Ocean ..	Dec. 13	Nov. 4, 1856	.....	30	.....	Sent home 336 sperm; sold, 1857, to Newport.
.....do	Oct. 7	.....	.....	.....	.....	Sold at Papeete 1855.
North Pacific ..	Oct. —	Apr. 4, 1856	.....	2, 096	12, 000	Sent home 1,050 whale.
North Pacific ..	Aug. 9	May 23, 1856	.....	917	13, 500	Bought from New York 1853; sent home 508 whale, 17,910 pounds bone.
N. W. Coast....	Dec. 1	Apr. 18, 1856	.....	2, 460	29, 300	
Mobile	Nov. 21	May 2, 1854	.....	223	3, 000	Sent home 350 whale, 22,000 pounds bone; sold to Boston 1859.
Indian Ocean ..	Apr. 30	Feb. 11, 1856	49.	.....	.....
Ind. and Pacific	Nov. 17	May 31, 1857	1	1, 593	.....	Bought from Providence 1853; sent home 27 whale, 6,900 pounds bone; sold to New Haven 1858.
North Pacific ..	Oct. 18	July 31, 1857	.....	1, 202	6, 900	Built at Warren 1852.
Indian Ocean ..	Jan. 1	June 3, 1856	1, 202	.....	.....	Added 1853.
Atlantic	June 21	Aug. 29, 1855	87.	.....	.....
Desolation Isl'd	Oct. 7	June 18, 1856	.....	3, 374	7, 400	Sent home 500 whale, 8,000 pounds bone; condemned 1855.
Davis's Strait..	July 13	Aug. 29, 1854	.....	366	8, 000	
North Pacific ..	June 21	.....	.....	.....	.....	Sent home 13,337 pounds bone.
Pacific Ocean ..	Aug. 30	Aug. 12, 1856	8	2, 374	10, 300	
Desolation Isl'd	Nov. 15	June 9, 1856	.....	3, 208	8, 600	Sent home 40 sperm, 560 whale, 26,000 bone.
Pacific Ocean ..	Aug. 18	June 3, 1857	211	839	12, 300	
Davis's Strait..	July 13	Oct. 9, 1854	.....	890	16, 000	Bought 1853.
North Pacific ..	Aug. 1	.....	.....	.....	.....	Lost on Cape Elizabeth, Saghalien Islands, 1853; saved 300 barrels of oil; sent home 800 whale, 11,000 pounds bone.
Desolation Isl'd	Sept. 3	Apr. 7, 1856	.....	1, 565	4, 100	Sent home 2,154 whale.
Pacific Ocean ..	Sept. 21	Apr. 12, 1857	1	1, 451	.....
Desolation Isl'd	Aug. 2	June 16, 1856	.....	218	.....	Added 1853; tender to Corinthian; carried into New South Wales in October, 1856, in distress, the captain and two of the crew having been washed overboard in a gale.
.....do	Oct. 26	.....	.....	.....	.....
North Pacific ..	Sept. 30	May 18, 1857	42	963	550	Sent home 539 whale, 14,000 pounds bone; broken up 1858.
.....do	Oct. 13	May 18, 1857	90	1, 377	19, 650	Sent home \$4 sperm, 2,234 whale, 35,226 bone.
South Pacific ..	Aug. 31	May 20, 1856	50	1, 136	7, 800	
North Pacific ..	July 12	Aug. 4, 1859	1, 153	Sent home 90 sperm, 3,660 whale, 48,604 pounds bone; sold to New London on voyage; sold to the United States for a storeship; sold to New Bedford 1863.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
<i>Stonington, Conn.—Continued.</i>				
Engene.....	Bark.....	297	— Pendleton.....	C. P. Williams.....
Flying Cloud.....	Schooner.....	100	— Hidden.....	John F. Trumbull.....
Newburyport.....	Ship.....	341	— Lester.....	do.....
Sarah E. Spear.....	do.....	150	— Kane.....	do.....
Tiger.....	do.....	311	— Lax.....	do.....
United States.....	Bark.....	244	— Wilcox.....	do.....
<i>Greenport, N. Y.</i>				
Armida.....	Schooner.....			
Bayard.....	Ship.....	339	— Graham.....	Wells & Carpenter.....
Oregon.....	Bark.....	224	— Terry.....	do.....
<i>Mytic, Conn.</i>				
Aeronaut.....	Ship.....	265	— Eldridge.....	Charles Mallory.....
Coriolanus.....	do.....	268	— Guyon.....	do.....
Lion.....	Schooner.....	150	G. H. Buckminster.....	do.....
Shepherdess.....	Bark.....	274	— Watrous.....	Randall, Smith & Ashbey.....
Wilmington.....	Schooner.....	100	— Gilderdale.....	C. Mallory.....
<i>Bag Harbor, N. Y.</i>				
Ann.....	Bark.....	299	— Hedges.....	Thomas Brown.....
Jefferson.....	Ship.....	435	— Hunting.....	do.....
Noble.....	Bark.....	273	— Nicoll.....	Charles T. Dering.....
Nimrod.....	do.....	220	— Green.....	do.....
Parana.....	Brig.....	209	— Smith.....	T. Brown.....
Timor.....	Ship.....	220	— Rogers.....	Hunting Cooper.....
Washington.....	do.....	340	— Brown.....	do.....
<i>San Francisco, Cal.</i>				
Aqueduct.....	Ship.....	300		Charles H. Todd & Co.....
Equator.....	Bark.....	263	— Russell.....	
H. Thompson.....	do.....		— Glover.....	
Jupiter.....	Schooner.....	90		Eldridge & Ponsland.....
Nile.....	Brig.....	320		More & Folger.....
R. Adams.....	Bark.....	271	— Andrews.....	William Bailey.....
Venezuela.....	Brig.....		— Russell.....	
1854.				
<i>New Bedford, Mass.</i>				
Alex. Coffin.....	Ship.....	381	Isaiah Purrington.....	Jona. Bourne, jr.....
Alto.....	Bark.....	234	Angler Snell.....	Richmond & Wood.....
Alfred Gibbs.....	Ship.....	425	— Nichols.....	Wood & Nye.....
Amethyst.....	do.....	359	William F. Jones.....	Frederick Parker.....
Atlantic.....	Bark.....	357	William J. Wyer.....	William Hathaway.....
Barclay.....	Ship.....	281	And. J. Fuller.....	Henry Taber & Co.....
Bartholemew Goanold.....	do.....	356	John Fisher.....	I. Howland, jr., & Co.....
Betsy Williams.....	do.....	400	Jeremiah Austin.....	F. & G. R. Taber.....
Braganza.....	do.....	470	— Jackson.....	William G. E. Pope.....
Cachelot.....	Bark.....	230	Thomas J. Lee.....	Abraham Ashley, 2d.....
Cambria.....	Ship.....	362	— Pease.....	James B. Wood & Co.....
California.....	do.....	398	W. B. Manchester.....	I. Howland, jr., & Co.....
Chandler Price.....	do.....	441	John Curs.....	W. G. E. Pope.....
Congress.....	do.....	339	Reuben Kelley.....	Edward C. Jones.....
Corinthian.....	do.....	401	Thomas N. Russell.....	G. & M. Howland.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
North Pacific ..	Oct. 6	June 1, 1857	Bbls. 103	Bbls. 90	Lbs. 13,500	Sold to New Bedford and broken up 1858.
S. Shetland Isl's	July 28	.....	.....	.....	.....	.....
North Pacific ..	Sept. 29	May 20, 1856	90	1,570	21,000	Sent home 1,000 whale.
S. Shetland Isl's	July 28	.....	.....	.....	.....	.....
N. W. Coast ..	July 14	June 29, 1856	.....	90	12,000	Sent home 37 sperm, 1,036 whale, 13,000 pounds bone; withdrawn 1858; sold.
S. Shetland Isl's	July 28	July —, 1854	.....	.....	.....	Transferred to Honolulu; no report of oil.
.....
Arctic Ocean ..	Aug. 11	.....	.....	.....	.....	Made short voyages, and brought blubber home to be tried out.
South Atlantic	June 2	Aug. 19, 1854	302	976	1,300	Bayard sent home 155 sperm, 608 whale, 9,200 pounds bone.
S. Shetland Isl's	July 28	July 13, 1854	.....	490	.....	Added 1853; built at Hallowell, Me., 1848; sailed under Captain Babcock, who came home sick, 1853.
North Pacific ..	Oct. 2	Aug. 15, 1856	39	1,708	12,600	.....
S. Shetland Isl's	July 28	.....	.....	.....	.....	Lost on English Bank March 22, 1854.
North Pacific ..	Sept. 2	May 11, 1856	.....	1,570	700	Sent home 870 whale, 32,248 pounds bone.
S. Shetland Isl's	July 28	.....	.....	.....	.....	Added 1853; no report.
.....
South Atlantic	July 15	July 1, 1855	193	105	.....	.....
North Pacific ..	Oct. 26	Mar. 19, 1857	.....	3,400	.....	Sent home 1,647 pounds bone.
South Atlantic	Nov. 15	Sept. 2, 1855	240	70	4,000	.....
.....do	Nov. 26	Nov. 3, 1855	22	84	4,200	Sold 1855.
.....do	June 16	June 15, 1854	29	66	1,200	Bought 1853.
North Pacific ..	June 7	May 24, 1856	334	1,541	9,600	Sent home 50 sperm, 800 whale, 10,222 bone.
.....do	Sept. 2	May 23, 1855	.....	519	11,500	Sent home 5,371 bone; withdrawn 1855.
Pacific Ocean ..	Dec. 25	.....	.....	.....	.....	.....
.....do	Feb. —	Nov. 17, 1853	.....	700	.....	.....
.....do	Apr. 8	Sept. 28, 1853	.....	140	.....	.....
.....do .....	.....	Nov. 6, 1853	.....	180	.....	Elephant.
Pacific Ocean ..	Apr. —	.....	.....	.....	.....	No report.
.....do	Nov. —	Apr. 2, 1854	200	50	.....	.....
Pacific Ocean ..	Apr. 4	.....	.....	.....	.....	No report.
.....
North Pacific ..	Sept. 21	.....	.....	.....	.....	.....
Indian Ocean ..	June 4	Apr. 8, 1857	842	4	.....	Sent home 150 sperm, 1,709 whale, and 50,500 bone; lost in Ochotek Sea 1856.
Pacific Ocean ..	Nov. 1	July 22, 1858	1,260	11	.....	Sent home 95 whale.
.....do	Oct. 10	Apr. 26, 1859	1,484	.....	.....	Sold and withdrawn 1859; sold at San Francisco 1860.
.....do	Oct. 14	May 28, 1859	1,170	.....	.....	.....
Atl. and Indian	Aug. 1	Aug. 24, 1857	410	1,016	2,100	Withdrawn 1859.
North Pacific ..	Nov. 1	May 3, 1858	38	1,144	12,000	Four men lost while fast to a whale June 11, 1856; sent home 216 sperm, 939 whale, and 19,330 bone.
Pacific Ocean ..	June 19	July 22, 1858	2	874	800	Bought from Stonington 1854; sent home 169 sperm; withdrawn 1858 for guano trade; sold 1861 to New York.
North Pacific ..	Sept. 11	May 7, 1859	16	538	600	Sent home 13,723 bone.
Pacific Ocean ..	Aug. 2	June 20, 1857	952	20	.....	Bought from Mattapoisett 1853; sent home 24 sperm.
North Pacific ..	Sept. 10	Apr. 29, 1858	.....	1,708	14,300	Sent home 329 sperm, 930 whale, and 10,800 bone.
.....do	Nov. 2	Apr. 23, 1858	54	1,814	14,900	Sent home 83 sperm, 985 whale, and 11,381 bone.
.....do	Sept. 11	May 31, 1857	27	1,615	.....	Captain Curn died at sea April 26, 1856; sent home 11,600 bone.
Atl. and Indian	Aug. 21	Sept. 11, 1856	1,438	1,082
North Pacific ..	Oct. 11	Apr. 6, 1858	1,842	16,300

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1854.				
<i>New Bedford, Mass.—Continued.</i>				
Cowls Howland	Ship	431	John A. Luce	Edward W. Howland
Coral	do	370	Charles L. Manchester	Gideon Allen
Dartmouth	Bark	336	Nathan B. Heath	Weston Howland
Dominga	do	230	— Phinney	do
Draco	do	257	Charles P. Worth	J. Bourne, jr
Dunbarton	do	190	Joseph P. Nye	Isaac B. Richmond
Elisha Dunbar	do	257	James L. Lincoln	W. & G. D. Watkins
Elisa Adams	Ship	403	Jona. C. Hawes	E. C. Jones
E. Swift	Bark	490	Josiah E. Chase	Swift & Allen
Emily Morgan	Ship	368	Joseph B. Chase	William J. Rotch
Endeavour	Bark	252	Israel Horaley	A. Ashley, 2d
Enterprise	Ship	291	— Russell	C. Hitch & Son
Euphrates	do	365	Charles B. Killmer	E. W. Howland
Europa	do	380	William H. Vinal	E. C. Jones
Fabius	do	432	Lyman Wing	C. R. Tucker & Co
Fortune	Bark	291	Henry W. Beetle	James Beetle
Gen. Washington	do	242	William O. Harps	C. Hitch & Son
Gratitude	do	337	John B. Cornell	Swift & Allen
Harrison	Ship	371	Samuel T. Braley	Edmund Maxfield
Harvest	Bark	263	F. H. Winslow	Lorenzo Pierce
Henry Kneeland	Ship	304	Jonathan Whalon	Benjamin B. Howard
Helen Snow	Bark	299	Reuben D. Weeks	Cook & Snow
Hillman	Ship	383	Christopher Cook	H. Tab-r & Co
Hunter	do	453	James W. Munroe	Jona. Bourne, jr
Ionia	Bark	234	David B. Randall	C. Wilcox
Iris	Ship	311	Edward S. Devoll	E. C. Jones
Isaac Howland	do	399	Reuben R. Hobbs	I. Howland, jr., & Co
Janus	do	321	Hudson Winslow	T. & A. R. Nye
Jeannette	do	340	John C. Peirce	I. B. Richmond
John Howland	do	377	Alex. G. Taylor	James H. Howland
John Wells	do	366	Alden Besse	T. Knowles & Co
Joseph Butler	Bark	193	Arthur F. White	I. Howland, jr., & Co
Joseph Meigs	Ship	356	— Coffin	Kelley & Swift
Julian	do	356	Jacob L. Cleaveland	William Hathaway, jr
Leticia	Bark	275	Randall Himes	— & G. R. Taber
Lancaster	Ship	383	William Carver	T. & A. R. Nye
Leonidas	do	231	Samuel C. Oliver	Russell Maxfield
Lexington	Bark	201	Philip Smith	B. B. Howard
Logan	Ship	302	Moses Wells	I. Howland, jr., & Co
L. C. Richmond	do	341	David Cochran	J. B. Wood & Co
Magnolia	do	396	G. L. Cox	W. G. E. Pope
Malta	Bark	151	Godfrey King	B. B. Howard
Manuel Ortes	do	351	Gibb. B. Heustis	Weston Howland
Maria Theresa	Ship	330	William Davis, jr	T. & A. R. Nye
Martha	Bark	271	Francis Smith	Swift & Allen
Martha, 2d	do	360	David R. Drake	William O. Brownell
Mary Wilder	Ship	213	Pra. N. Luce	Charles Almy
Mary	do	287	Silas Cottle	I. Howland, jr., & Co
Matthew Luce	Bark	410	James Coon	William Hathaway, jr
Menkar	Ship	371	Thomas R. Broomfield	Philip Anthony

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing	Of arrival	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
North Pacific..	Aug. 15	May 2, 1858	78	1,713	10,886	Sent home 290 sperm and 308 whale.
....do.....	Sept. 4	May 12, 1858	58	1,007	6,900	Sent home 95 sperm and 920 whale.
....do.....	Nov. 19	Aug. 22, 1858	29	1,550	4,300	Sent home 70 sperm, 160 whale, and 2,000 bone.
Pacific Ocean..	Sept. 12	Aug. 22, 1858	541	82	.....	Sent home 185 sperm.
Indian Ocean..	June 22	Oct. 16, 1857	1,068	141	800	Sent home 91 sperm.
Atlantic.....	July 1	Oct. 28, 1855	199	162	1,400	
Indian Ocean..	Nov. 14	Mar. 26, 1858	902	30	.....	Sent home 33 sperm.
North Pacific..	Oct. 18	May 1, 1857	138	2,737	31,700	
Pacific Ocean..	Nov. 28	Oct. 19, 1858	1,481	.....	.....	Built at Fairhaven 1854; sent home 100 sperm.
....do.....	Nov. 1	July 6, 1859	676	.....	.....
....do.....	Nov. 1	July 8, 1857	46	1,050	.....	Sent home 13,800 bone.
North Pacific..	Sept. 11	.....	.....	.....	.....	Lost on Company's Island May 13, 1855.
....do.....	Oct. 27	May 2, 1857	123	1,423	20,100	Sent home 50 sperm, 1,000 whale, and 14,846 bone.
Pacific Ocean..	July 30	Apr. 17, 1856	280	2,408	1,800	Sent home 55 sperm.
North Pacific..	July 27	Mar. 17, 1857	45	2,355	17,500	Sent home 36 sperm and 21,500 bone.
....do.....	Aug. 9	May 4, 1856	128	1,775	23,900	
Indian Ocean..	May 17	June 25, 1857	80	797	3,000	Sent home 104 sperm.
North Pacific..	Sept. 4	June 3, 1858	32	994	2,800	
....do.....	July 13	Sept. 16, 1857	1,227	1	.....
Pacific Ocean..	Nov. 14	May 20, 1859	955	8	.....
Japan.....	Sept. 4	May 22, 1857	177	1,447	3,800	
Pacific Ocean..	Sept. 26	Aug. 30, 1857	887	6	.....	Sent home 381 sperm.
North Pacific..	Oct. 3	Feb. 14, 1857	197	2,349	.....	Sent home 19,000 bone.
Indian Ocean..	Dec. 11	Nov. 24, 1858	741	394	1,500	
....do.....	Dec. 3	Aug. 30, 1857	476	.....	.....
....do.....	Aug. 23	.....	.....	.....	.....	Lost at Port Gregory, New Holland, June 29, 1855.
Pacific Ocean..	Dec. 7	June 26, 1859	953	.....	.....	Sent home 439 sperm.
North Pacific..	Aug. 13	Apr. 22, 1858	.....	1,178	.....	Sent home 58 sperm, 1,673 whale, and 7,500 bone.
....do.....	Aug. 24	Apr. 29, 1858	233	1,873	.....	Sent home 6,300 bone.
....do.....	Nov. 8	Apr. 11, 1858	37	858	.....	Sent home 800 whale and 18,328 bone.
....do.....	July 18	Apr. 8, 1857	.....	1,953	15,600	Sent home 342 sperm, 297 whale, and 21,406 bone.
Pacific Ocean..	Sept. 29	.....	.....	.....	.....	Sent home 1,445 sperm; condemned at Manila June 16, 1859.
North Pacific..	Oct. 19	Apr. 4, 1858	.....	1,041	1,700	Sent home 20 sperm and 8,300 bone.
....do.....	Oct. 17	Apr. 22, 1858	.....	2,232	9,600	Sent home 69 sperm and 464 whale.
Atlantic.....	Nov. 19	Apr. 5, 1857	240	.....	.....	Sent home 300 sperm.
North Pacific..	Aug. 22	Apr. 23, 1858	.....	331	.....	Sent home 102 sperm, 970 whale, and 15,523 bone.
Pacific Ocean..	Oct. 10	July 19, 1858	230	13	.....	Sent home 197 sperm.
Indian Ocean..	Dec. 19	.....	.....	.....	.....	Condemned at Mauritius September, 1856; shipped oil (about 250 sperm) to London.
North Pacific..	July 27	.....	.....	.....	.....	Sent home 87 sperm; lost on Sandy Island Reef January 26, 1855; four men lost; survivors landed on Feejee Islands after much suffering.
....do.....	Nov. 1	Aug. 1, 1857	47	2,027	.....	Sent home 100 whale and 7,915 bone.
....do.....	Oct. 21	May 22, 1858	.....	656	8,200	Sent home 56 sperm, 1,365 whale, and 18,700 bone.
Indian Ocean..	July 13	Sept. 13, 1856	179	11	.....	Sent home 193 sperm.
North Pacific..	Sept. 2	May 30, 1857	193	1,047	.....	Sent home 6,470 bone.
....do.....	Oct. 24	July 6, 1857	.....	1,752	18,500	Sent home 18 sperm, 308 whale, and 13,588 bone.
Pacific Ocean..	May 21	May 20, 1858	295	.....	.....
North Pacific..	July 6	May 29, 1857	85	1,811	13,400	Sent home 14,000 bone.
Pacific Ocean..	July 27	Apr. 7, 1857	956	.....	.....	Sent home 22 sperm.
....do.....	Oct. 2	Aug. 30, 1856	662	169	1,400	Boat stove while fast to a whale; Captain Cottle and one man drowned; other four picked up next day by Maria Theresa; sent home 4,400 bone.
....do.....	July 18	May 31, 1858	1,960	10	300	Built at Mattapoisett 1854; sent home 109 sperm.
North Pacific..	Aug. 8	Third mate, Henry Ives, drowned 1854, wrecked on New Zealand; condemned at Hobart Town March, 1859; shipped cargo (1,100 oil and 8,000 pounds bone) to London.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1854.				
<i>New Bedford, Mass.—Continued.</i>				
Millwood	Bark	254	Joseph D. Silva	Gideon Allen
Moctezuma	Ship	436	Daniel Tinker	Simcon N. West
Newton	Bark	283	George Sherman	J. Bourne, jr
Nimrod	Ship	340	Neh. P. Baker	W. Gifford
Ohio	Bark	237	Daniel Baker	Cook & Snow
Oliver Crocker	Ship	352	Robert McCleave	J. B. Wood & Co
Ontario	do	489	George S. Tooker	W. O. Brownell
Onward	do	461	James A. Norton	E. W. Howland
Orozimbo	do	582	Lafayette Rowley	D. R. Green & Co
Orray Taft	Bark	176	Peleg Cornell	Allen Lucas
Oseola	do	156	George H. Macomber	Perry & Swift
Oseola, 2d	do	197	Charles A. Hoamer	J. & W. R. Wing
Oseola, 3d	do	200	John D. Sampson	C. Wilcox
Ospray	do	236	— Fisher	Swift & Allen
Perl	do	205	Elihu Russell	Rodney French
Pioneer	do	231	Thomas F. Lambert	J. D. Thompson
Richmond	do	180	Richmond Manchester	L. Kollock & Son
Robt. Morrison	do	307	Josiah C. Pease	T. Knowles & Co
Roman, 2d	Ship	350	Seth M. Blackmer	Abm. Bark r
Roscius	do	300	Calvin Dexter	William P. Howland
Scotland	do	384	George A. Smith	O. & E. W. Seabury
Sea Flower	Bark	150	H. B. Macomber	C. Almy
Stafford	do	206	Hiram Francis	T. & A. R. Nye
Stephanla	Ship	315	Matthew Fisher	J. Bourne, jr
Tamerlane	do	357	Josh. B. Winslow	T. Knowles & Co
Triton, 2d	do	315	George White	C. R. Tucker & Co
Thomas Nye	do	461	John C. Smith	T. & A. R. Nye
Two Brothers	do	288	John D. Childs	Wood & Nye
Twilight	do	326	Isaac B. Thompkins	William Phillips
Uncas	do	413	Clark W. James	A. H. Howland
Union	Bark	424	Zaccheus Mrcy	Chapman & Bonney
Vernon	do	307	H. B. Gardner	C. Hitch & Son
Waverly	Ship	327	Charles B. West	David B. Kempton
Wave	Bark	197	William B. Stanton	T. Knowles & Co
William C. Nye	Ship	389	John M. Sowle	C. R. Tucker & Co
<i>Fairhaven, Mass.</i>				
Albion	Ship	326	John F. Hinds	Ezekiel Sawin
Ansel Gibbs	do	319	Charles Stetson	Gibbs & Jenney
Arotic	do	431	William H. Phillips	Edmund Allen
Atkins Adams	do	330	George Wilson	William G. Blackler
Bruce	Bark	172	Thomas Nelson	Jenney & Tripp
Florida	Ship	523	Thomas W. Williams	Fish, Robinson & Co
Hesper	do	282	Dennis Stevens	Dexter Jenney
Java	do	292	Jarvis Wood	W. G. Blackler
Lagrange	Bark	280	William W. Thomas	do
Lydia	Ship	351	John W. Leonard	F. R. Whitwell
Mary Ann	do	335	Thomas Dallman	L. C. Tripp
Omega	do	305	Merrill W. Sanborn	Nathan Church
Pacific	do	314	Moses Snell	Reuben Fish
South Boston	do	339	Edward F. Randolph	E. Sawin
<i>Dartmouth, Mass.</i>				
B. Cummings	Bark	391	Spooner Jenkins	Tucker & Cummings

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Indian Ocean ..	July 27	July 26, 1857	<i>Bbls.</i> 120	<i>Bbls.</i> 969	<i>Lbs.</i> 2, 000	Sent home 17,900 bone.
North Pacific..	July 22	June 9, 1857	65	2, 487	14, 900	First mate, Abm. Spooner, taken out of his boat by a line June 20, 1855; sent home 45 sperm, 700 whale, and 26,160 bone.
....do	Oct. 15	.....	.....	.....	.....	Sent home 140 sperm, 600 whale, and 16,900 bone; stove by ice in Ochotsk 1857.
....do	Aug. 19	May 30, 1857	17	1, 337	9, 900	Sent home 306 sperm, 453 whale, and 17,884 bone.
Pacific Ocean..	Nov. 15	June 1, 1856	863	180	.....	Sent home 500 sperm.
Indian Ocean ..	Sept. 21	Sept. 30, 1856	1, 917	.....	.....	Added 1854; sent home 32 sperm, 1,175 whale, and 61,355 bone.
North Pacific..	Nov. 3	Apr. 4, 1856	95	2, 753	20, 800	Built at Mattapoisett 1854.
....do	Oct. 17	May 30, 1856	26	1, 377	8, 150	Built 1853; sent home 1,061 whale.
....do	Oct. 13	June 21, 1857	301	2, 225	19, 200	Sent home 702 sperm.
Atlantic	Nov. 20	Aug. 25, 1856	540	62	.....	Sent home 752 sperm.
....do	June 14	Oct. 1, 1856	198	171	400	Sent home 22 sperm.
Atl. and Indian	Aug. 22	Apr. 11, 1857	448	497	800	Sent home 100 sperm, 448 whale, and 11,000 bone.
Pacific Ocean..	June 2	June 3, 1856	146	.....	.....	Sent home 411 sperm.
....do	Nov. 23	Aug. 1, 1857	640	209	.....	Sent home 145 sperm.
Indian Ocean ..	June 9	May 26, 1857	1, 042	52	56	Sent home 353 sperm.
....do	June 27	Apr. 9, 1856	389	801	6, 000	Sent home 760 whale.
Pacific Ocean..	June 1	May 31, 1857	676	50	.....	Sent home 10,052 bone.
North Pacific..	Aug. 15	May 11, 1857	102	1, 661	21, 000	Sent home 63 sperm and 14,100 bone.
....do	Aug. 16	May 15, 1857	18	1, 934	25, 700	Sent home 28 sperm and 2,355 bone.
Pacific Ocean..	June 1	June 24, 1856	1, 229	6	.....	Built at Fairhaven 1853.
North Pacific..	Aug. 16	May 6, 1857	162	2, 945	15, 500	Sent home 2,269 whale and 7,000 bone; sold to Honolulu November 30, 1857.
Atlantic	Nov. 19	May 16, 1856	131	.....	.....	Sent home 104 whale and 12,788 bone.
Atl. and Indian	Aug. 21	June 23, 1857	235	220	.....	Sent home 65 sperm.
Indian Ocean ..	Aug. 2	Feb. 9, 1857	438	1, 040	10, 300	Sent home 145 sperm.
North Pacific..	Sept. 1	June 1, 1856	3	2, 658	15, 000	Sent home 353 sperm.
....do	Sept. 26	June 5, 1856	165	1, 853	.....	Sent home 760 whale.
....do	Sept. 1	Apr. 25, 1857	60	2, 743	23, 700	Sent home 10,052 bone.
South Pacific ..	June 14	July 18, 1856	383	262	.....	Sent home 63 sperm and 14,100 bone.
Indian Ocean ..	July 20	Apr. 6, 1856	1, 330	127	1, 000	Sent home 28 sperm and 2,355 bone.
North Pacific..	Oct. 16	June 24, 1857	193	1, 932	9, 500	Built at Fairhaven 1853.
Atlantic	May 23	Aug. 4, 1855	.....	6	.....	Sent home 2,269 whale and 7,000 bone; sold to Honolulu November 30, 1857.
North Pacific..	Oct. 8	.....	.....	.....	.....	Sent home 104 whale and 12,788 bone.
....do	Nov. 8	May 1, 1856	85	1, 117	.....	Sent home 65 sperm.
Indian Ocean ..	May 28	Apr. 20, 1856	376	4	.....	Sent home 2,269 whale and 7,000 bone; sold to Honolulu November 30, 1857.
North Pacific..	Oct. 17	June 13, 1857	394	1, 641	8, 800	Sent home 104 whale and 12,788 bone.
North Pacific ..	Nov. 8	May 3, 1857	.....	1, 357	.....	Sent home 65 sperm.
....do	Dec. 20	Apr. 17, 1859	1, 470	.....	.....	Sold to New York 1863 for merchant service.
....do	July 27	May 20, 1856	805	1, 440	.....	Sent home 473 whale.
Pacific Ocean..	Dec. 9	July 19, 1856	1, 520	350	.....	Captain Phillips took command of Syren Queen 1855.
....do	June 28	.....	.....	.....	.....	Wrecked and condemned at Zanzibar June 17, 1856; bought by parties in Providence.
North Pacific ..	Oct. 11	Apr. 6, 1856	.....	2, 467	9, 700	Sent home 150 sperm, 356 whale, 12,316 bone.
Pacific Ocean ..	July 27	July 23, 1856	590	48	.....	Sent home 438 sperm.
North Pacific ..	Apr. 19	May 11, 1857	50	2, 100	1, 500	Sent home 63 sperm, 70 whale, 800 bone; transferred to New Bedford and altered to a bark 1857.
Pacific Ocean ..	May 21	Apr. 15, 1857	1, 426	150	.....	Sent home 86 sperm; sold to New Bedford 1857.
North Pacific ..	Oct. 14	May 21, 1856	119	320	4, 800	Sent home 400 whale.
Pacific Ocean ..	Sept. 16	Apr. 1, 1856	1, 520	.....	.....	Sent home 400 whale.
North Pacific ..	Aug. 31	May 11, 1857	.....	1, 528	10, 900	First mate, D. R. Remson, died June 6, 1853; sent home 16,600 bone.
....do	Sept. 21	Feb. 21, 1857	65	836	.....	Sent home 85 sperm, 13,107 bone; sold to New Bedford 1858.
....do	Nov. 4	May 21, 1856	154	1, 232	16, 000	Sent home 837 whale, 7,341 bone.
Pacific Ocean ..	Nov. 14	June 26, 1859	1, 424	2	Built 1854; sent home 900 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1854.				
<i>Dartmouth, Mass.—Continued.</i>				
Cape H. Pigeon	Ship	300	William H. Almy	William Potter
H. H. Crapo	Bark	198	Archelaus Baker, jr. ...	Tucker & Cummings ..
<i>Westport, Mass.</i>				
Elizabeth	Bark	970	Dennis Cook	Andrew Hicks
George and Mary	do	163	George L. Manchester ..	Rescom Macomber
Gov. Carver	do	190	Orvin B. Higgins	Henry Wilcox
Grayhound	do	249	Frederick A. Wing	do
Leonidas	Brig	188	Fred. M. Crossman	C. A. Church
Sacramento	Bark	218	Otis S. Snow	Alex. H. Corey
Solon	do	129	— Smith	Henry Smith
<i>Mattapolesett, Mass.</i>				
America	Brig	148	Cyrus Fisher	R. L. Barstow
Annawan	do	159	James M. Clark	Josiah Holmes, jr.
Excellent	do	70	Leonard West	R. L. Barstow
Massasoit	Bark	206	E. B. Handy	Caleb King, jr.
Oscar	do	369	Franklin Cross	J. Holmes, jr., & Bro ...
R. L. Barstow	do	903	Warren Luce	B. L. Barstow
Sarah	do	179	Job E. Rounsaville	Atsatt & Sturtevant ..
<i>Sippican, Mass.</i>				
Adm'l Blake	Schooner ..	190	Benjamin B. Handy ...	B. B. Handy
Altamaha	do	119	Charles Hammond	Stephen C. Luce
<i>Holmes' Hole, Mass.</i>				
Helen Augusta	Bark	270	— West	Thomas Bradley
Ocmungee	Ship	458	— West	do
<i>Nantucket, Mass.</i>				
Atlantic	Ship	321	Zenas M. Coleman	Robert F. Gardner
Columbia	do	329	Hiram Folger	John H. Shaw
Edward Carey	do	353	Perry Winslow	C. G. & H. Coffin
Enterprise	do	413	John Brown	E. W. Gardner
Hamilton	Schooner ..	...	Hiram Bailey .....	...
Mohawk	Ship	350	Charles Grant	I. & P. Macy
Palmyra	Schooner ..	100	Benjamin Raymond	Thomas Potter
Spartan	Ship	333	Elihu F. Turner	David Thain
Three Brothers	Ship	384	Charles E. Cleveland ..	G. & M. Starbuck & Co..
William P. Dolliver*	Schooner ..	90	{ Nathan Manter .....	...
			{ Hiram Bailey .....	...
<i>Edgartown, Mass.</i>				
Navigator	Ship	350	— Fisher	John A. Baylies
Splendid	do	392	— Smith	Abraham Osborne
<i>Falmouth, Mass.</i>				
Awashonks	Bark	343	— Tobey	Oliver C. Swift
<i>Sandwich, Mass.</i>				
Amelia	Brig	127	Nathaniel Hamlen	W. F. Lapham
Ocean	do	163	Josh. T. Chadwick	do
<i>Provincetown, Mass.</i>				
Alleghany	Schooner ..	95	— Cook	E. & E. K. Cook
Alexander	do	75	— Cornell	B. Allstrum

* Several other schooners sailed

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Indian Ocean ..	June 12	July 22, 1858	Bbls. 1, 150	Bbls. 150	Lbs.	Built 1854; sent home 330 sperm.
....do	June 12					Lost at sea January 19, 1857, with a full cargo of sperm oil; the captain and one man—the sole survivors—were rescued by the English steamer England.
Indian Ocean ..	Oct. 1	May 7, 1857	365			
Atlantic	July 2	Aug. 30, 1855	123			
Pacific Ocean ..	Nov. 17	June 9, 1857	764	11		
....do	July 2	Nov. 17, 1856	266	71	500	
Atlantic	Mar. 5	July 10, 1855	82	44		Sent home 160 sperm.
Ind. and Pac. ..	Nov. 10	Apr. 16, 1857	337	69		Sent home 135 sperm.
Atl. and Ind. ..	Apr. 6	Apr. 15, 1856	113	180		
Atlantic	May 22					Condemned at Tenerife July, 1855; oil (50 barrels) sent home.
....do	May 22	Sept. 4, 1855	290			Sent home 84 sperm.
....do	May 13	Aug. 15, 1855	142	1		
Pacific Ocean ..	Apr. 11	Dec. 20, 1857	726			Sent home 26 sperm.
....do	Nov. 28	Apr. 30, 1857		1, 757		Set on fire and considerably damaged 1855. at Honolulu; sent home 23 sperm, 380 whale, 31,600 bone.
Atlantic	May 12	May 16, 1856	409	276		
....do	May 2	Oct. 4, 1855	282	143		Sent home 25 sperm.
Atlantic	May 12	Sept. 8, 1854	156	10		
....do	May 12	Nov. 14, 1854	40			Sent home 100 sperm; value of cargo \$11,000.
Atlantic	May 24	Mar. 25, 1856	215	890	2, 000	Sent home 3 000 bone.
Atl. and Ind. ..	Sept. 14	May 2, 1857	185	2, 308	8, 500	Sent home 11,572 bone; sold to Edgartown 1857.
Pacific Ocean ..	June 13	Apr. 17, 1858	1, 038			Sent home 260 sperm; sold 10 sperm.
....do	Dec. 9	May 24, 1859	1, 040			
....do	May 22	Aug. 8, 1858	665			Sent home 570 sperm.
North Pacific ..	Dec. 16	May 5, 1858	213	2, 500		Second mate, Charles H. Ellis, killed by the falling of a block December, 1853; sold to New Bedford; broken up 1858; sent home 23,000 bone.
Atlantic	Apr. 25	July 26, 1854		136		
Pacific Ocean ..	Aug. 13	Aug. 23, 1858	1, 746			
North Atlantic ..	May 11	Aug. 7, 1855	100	22		Sold to Mattapoisett.
Pacific Ocean ..	July 3	June 21, 1858	1, 600			
....do	July 10	Apr. 20, 1859		6, 000		Sent home 179 sperm, 31,000 bone; largest quantity ever brought into Nantucket.
Atlantic	Apr. 26	June 26, 1854	18	97		
....do	Dec. 17		32	284		
North Pacific ..	Oct. 5	June 19, 1858	8	1, 500	3, 700	First mate, Jonathan V. Smith, died 1853; sent home 200 whale.
....do	Nov. 2	June 2, 1858		850		Sent home 243 sperm, 520 whale, 10,400 bone.
North Pacific ..	Nov. 23	Nov. 27, 1858	1, 227			Sold to New Bedford 1860.
Atlantic	July 27	Sept. 6, 1855		265		
....do	May 4	Apr. 23, 1856	380	140	1, 000	
Atlantic	May 12	Sept. —, 1854	222			
....do	May 30	Nov. 3, 1854	35			

this year, but returned clean.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1854.				
<i>Provincetown, Mass.—Continued.</i>				
Antarctic	Schooner	136	Costa	J. E. & G. Bowley
Chanticleer	do	87	Young	Samuel Cook
E. Nickerson	do	132	Freeman	Samuel Soper
John Adams	do	99	Birch	John Adams
Louisa	do	97	Tilson	S. Cook
Montezuma	do	92	Freeman	Freeman
M. Spring	do	86	Young	J. E. & G. Bowley
M. King	do	86	Petingill	Thatcher, Cook & Co
Parker Cook	Bark	130	Cook	E. & E. K. Cook
Rienzi	Schooner	108	Long	J. E. & G. Bowley
S. R. Soper	do	130	Soper	S. Soper
Union	do	97	Genu	Jonathan Nickerson
W. Holmes	do	89	Young	Young
Walter Irvin	do	133	Nickerson	S. Soper
<i>Orleans, Mass.</i>				
Eather	Brig	135	Lamson	Heman Smith
Lewis Bruce	do	113	Freeman	Leander Crosby
Rothschild	Bark	261	O. W. Allerton	Heman Smith
September	Brig	115	Nathaniel Ryder	do
Virginian	Schooner	114	John Smith, jr	do
Wm. Martin	do	134	Martin	do
<i>Beverly, Mass.</i>				
Eben Dodge	Bark	221	Osborn	F. W. Choate
Lady Suffolk	do	210	Robertson	do
N. D. Chase	do	242	Hussey	do
<i>Salem, Mass.</i>				
Messenger	Bark	216	Holmes	Benjamin Webb
<i>Newport, R. I.</i>				
George	Bark	220	Spooner	Josiah S. Munroe
Helen Augusta	Ship	536	Marble	do
<i>Providence, R. I.</i>				
Lion	Ship	296	Hardwick	Lloyd Bowers
<i>Warren, R. I.</i>				
Dolphin	Bark	325	Cutler	R. B. Johnson
Dromo	do	267	Taber	Charles T. Child
<i>New London, Conn.</i>				
Amaret	Brig	91	Whipple	Perkins & Smith
Catharine	Ship	384	Hull	Thomas Fitch, 2d
Charles Carroll	do	412	Parsons	Perkins & Smith
Columbus	Bark	344	Huntley	George Huntley
Dove	do	151	Rose	Williams & Haven
Electra	Ship	348	Brown	Williams & Barnes
Friends	do	403	Brown	Benjamin Brown & Sons
Gen. Williams	do	446	Miller	Williams & Barnes
H. Brewer	Bark	293	Smith	Perkins & Smith
India	Ship	433	Allen	Williams & Haven
Montezuma	do	424	Forsyth	Williams & Barnes
New England	Bark	367	Smith	Minor Lawrence & Co
Pearl	do	193	Forsyth	Williams & Haven
Ripple	do	234	Morgan	E. V. Stoddard
Venice	do	353	Lester	Weaver, Rogers & Co
<i>Cold Spring, N. Y.</i>				
Allice	Bark	281	Penney	John H. Jones

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic .....	.....	July 24, 1854	132	10	.....
do	May 19	Sept. 13, 1854	.....	252	.....
do	Sept. —	June 16, 1854	.....	453	.....
North Atlantic	Apr. 19	Sept. 16, 1854	156	.....	.....
Atlantic	May 29	Nov. 7, 1854	.....	32	.....
do	May 21	Sept. 5, 1854	152	6	.....
do	Jan. 8	Aug. 15, 1854	31	.....	.....
do	June 8	Sept. 11, 1854	34	.....	.....
do	May 20	Oct. 4, 1853	364	.....	.....
do	May 14	Sept. 24, 1854	45	.....	.....
North Atlantic	Mar. 1	Aug. 28, 1854	175	.....	.....
Atlantic	June 18	Aug. 30, 1854	.....	179	.....	Sold to New Bedford 1854.
do	May 24	Sept. 16, 1854	62	.....	.....	Withdrawn 1853.
do	Apr. 21	Oct. 19, 1854	242	4	.....
Atlantic	Jan. 6	.....	.....	.....	.....
do	Apr. 24	Oct. —, 1854	19	.....	.....
do	Dec. 8	Aug. 30, 1855	90	190	.....	Bought from Boston 1854.
do	July 17	.....	.....	.....	.....	Bought from Boston 1853; missing; had a crew of 16 officers and men.
North Atlantic	Apr. 19	.....	.....	.....	.....	Missing; had a crew of 22 officers and men.
Atlantic	July 13	Sept. 26, 1855	190	100	.....
South Pacific ..	Nov. 28	Oct. 23, 1856	212	.....	.....	Sold to New Bedford 1856; sent home 65 sperm.
Atlantic	Oct. 12	Apr. 23, 1856	125	20	.....
South Atlantic	Dec. 21	Dec. 28, 1856	.....	15	.....	Sent home 25 sperm.
Atlantic	June 14	Aug. 30, 1856	231	219	1,200	Withdrawn 1856.
Atlantic	Aug. 25	.....	.....	.....	.....	Condemned at St. Helena December 26, 1856.
North Pacific ..	Nov. 28	.....	.....	.....	.....	Burned by crew at Munganni, New Zealand, 1856; built 1847.
Pacific Ocean ..	July 17	.....	.....	.....	.....	Lost near Sydney November 30, 1856, with 500 sperm; was built at Wickford 1821, and rebuilt 1846; Providence's last whaler.
Indian Ocean ..	May 17	Jan. 17, 1858	770	45	.....
do	Aug. 16	Oct. 28, 1856	172	1,400	5,300	Withdrawn 1857.
Davis's Straits.	Sept. 7	Aug. 12, 1855	.....	Clean	.....	Arrived on Labrador late, and was frozen into the ice from October, 1854, to July, 1855.
North Pacific ..	Nov. 21	Nov. 22, 1855	120	1,500	7,000	
do	June 28	June 1, 1856	9	1,330	.....	Sent home 1,228 whale.
Indian Ocean ..	Oct. 12	May 21, 1856	112	1,593	11,800	
South Atlantic	Sept. 7	May 10, 1857	152	9	.....	Sent home 75 sperm, 110 whale.
Ind. & N. P.	June 7	Apr. 11, 1857	32	2,611	.....	Sent home 26,125 bone.
North Pacific ..	July 1	June 29, 1857	121	710	6,150	Withdrawn 1859.
do	Sept. 12	Apr. 15, 1858	.....	650	600	Sent home 2,055 whale.
Desolation ..	Aug. 19	.....	.....	.....	.....	Condemned at St. Helena February 19, 1857.
Honoluli	July 13	July 28, 1858	.....	1,370	.....	Sent home 1,840 whale, 57,769 bone; withdrawn 1858.
North Pacific ..	Oct. 22	June 22, 1857	266	1,930	11,300	Sent home 13,500 bone.
Pacific Ocean ..	Aug. 23	May 30, 1857	144	1,500	10,000	
Indian Ocean ..	May 21	Apr. 19, 1856	32	2	.....
Atlantic	June 5	Mar. 21, 1856	56	1,012	8,800	Sent home 450 whale, 5,000 pounds bone.
North Pacific ..	Oct. 11	May 17, 1858	.....	2,065	24,100	Withdrawn 1859; sold to Calcutta 1863.
North Pacific ..	Oct. 31	Apr. 24, 1858	25	1,333	21,000	Sent home 1,457 whale, 22,397 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1854.				
<i>Cold Spring, N. Y.—Continued.</i>				
Huntsville	Ship	593	Grant	John H. Jones
Monmouth	Bark	473	Eldridge	do
Sheffield	Ship	579	Green	do
<i>Stonington, Conn.</i>				
Tekoa	Schooner ..	145	Keene	John F. Trumbull
United States	Bark	244	Holt	do
<i>Greenport, N. Y.</i>				
Caroline	Bark	252	Case	Wells & Carpenter
Italy	Ship	299	Weld	David G. Floyd
Neva	do	362	Hand	Wells & Carpenter
Oregon	Bark	224	Babcock	do
Philip, 1st	do	293	Sisson	do
Roanoke	do	252	Wade	do
<i>Mystic, Conn.</i>				
Leander	Bark	213	Kimball	Charles Mallory
Robin Hood	Ship	393	McGenley	do
Romulus	do	365	Baker	do
<i>Sag Harbor, N. Y.</i>				
Black Eagle	Bark	311	Edwards	Thomas Brown
Montauk	Ship	512	French	John Budd
Odd Fellow	Bark	239	Goodale	T. Brown
Parana	Brig	209	Smith	do
Tuscany	Ship	299	White	J. Budd
William Tell	do	370	Smith	T. Brown
<i>San Francisco, Cal.</i>				
Charles Carroll	Ship	376	Hunting	More, Folger & Dow
Cynosure	Schooner ..	....	Gregory	Wood & Co
Emeline	do .....	....	Osborn	Blanchard & Connor
Nonpareil	Brig	130	Sayre	Moore & Folger
R. Adams	Bark	271	Andrews	William Bailey
1855.				
<i>New Bedford, Mass.</i>				
Alexander	Ship	421	Dougherty	Swift & Perry
Alice Frazier	Bark	406	C. M. Newell	L. Kollock & Son
Alice Mandell	Ship	413	John S. Dennis	C. R. Tucker & Co
Arnolda	do	360	Andrew S. Sarvent	James B. Wood & Co
Battle	Bark	395	L. B. Brownson	Alexander Gibbs
Barnstable	Ship	373	Nehemiah C. Fisher	David B. Kempton
Benjamin Tucker	do	349	Albert D. Barber	C. R. Tucker & Co
Byron	Bark	179	William E. Tower	Zeno Kelley

* No oil reported.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>lbs.</i>	<i>Lbs.</i>	
North Pacific ..	Oct. 15	May 6, 1858	.....	651	.....	Sent home 1,457 whale, 32,035 pounds bone; sold to New York October, 1858.
South Atlantic.	Nov. 28	June 2, 1857	901	371	3,100	
Arctic Ocean ..	Sept. 12	May 4, 1859	.....	900	.....	Sold to Boston 1860; sent home 1,191 whale, 44,465 pounds bone.
South Atlantic.	Mar. 24	.....	.....	.....	.....	Withdrawn 1855.
North Pacific ..	Nov. 21	.....	.....	.....	.....	Sent home 59 sperm, 1,546 whale; condemned at Honolulu January, 1857, and broken up.
South Atlantic.	Dec. 6	Apr. 19, 1857	104	318	2,500	
Arctic Ocean ..	Sept. 26	.....	.....	.....	.....	Sent home 135 sperm, 3,072 whale, 23,800 pounds bone; condemned at Honolulu January, 1857; fitted from Honolulu and condemned again in December, 1858.
North Pacific ..	Aug. 30	Mar. 18, 1857	.....	2,505	1,900	Withdrawn 1859.
South Atlantic.	Nov. 1	July 15, 1856	525	100	.....
North Pacific ..	July 17	Apr. 24, 1858	.....	1,225	.....	Built at Rochester, Mass., 1825; new topped 1833; picked up a dismasted Japanese junk with 27 people on board; carried her into Loo Choo; sold to New London 1856; sent home 1,453 whale, 21,337 pounds bone.
South Atlantic.	Oct. 10	Mar. 18, 1857	488	351	.....
Indian Ocean...	Aug. 9	Apr. 4, 1856	35	373	3,009	
Japan Sea	Oct. 4	Aug. 2, 1857	179	1,868	.....
.....do	Oct. 4	May 30, 1857	301	1,958	8,500	Sent home 75 sperm, 32,000 pounds bone.
Arctic Ocean ..	Nov. 4	Aug. 16, 1858	(*)	(*)	(*)	Built 1851; sent home 75 sperm, 672 whale, 1,360 bone; sold to New Bedford 1859.
North Pacific ..	Sept. 5	June 26, 1859	.....	630	.....	Sold to Boston 1860; sent home 70 sperm, 700 whale, 11,604 pounds bone.
South Atlantic.	July —	May 29, 1856	222	796	900	
Patagonia, &c. .	Aug. 12	Mar. 24, 1856	79	359	100	
Arctic Ocean ..	Sept. 20	.....	.....	.....	.....	Withdrawn 1855.
North Pacific ..	Aug. 24	May 6, 1857	150	1,400	14,000	Sent home 1,490 whale.
North Pacific ..	Nov. 28	.....	.....	.....	.....	No report.
Pacific Ocean ..	Dec. 4	.....	.....	.....	.....	No report.
.....do	Dec. 6	May 10, 1855	190	.....	.....	Sperm and elephant.
.....do	Dec. 30	Oct. 14, 1855	150	150	.....	Part blackfish.
.....do	Sept. 12	Apr. 1, 1855	200	50	.....
Indian Ocean...	Sept. 3	.....	.....	.....	.....	Lost on coast of New Zealand, January 3, 1856; had 1,300 sperm; saved a part.
North Pacific ..	Oct. 31	May 2, 1859	4	990	5,400	Sent home 945 sperm, 12,500 pounds bone.
.....do	Aug. 10	.....	.....	.....	.....	Sent home 282 sperm, 598 whale, 11,930 bone; lost on Frate Shoals, China Sea, March, 1857; two men lost.
.....do	Nov. 12	Apr. 24, 1859	24	1,302	11,200	Sent home 1,190 whale, 59,100 pounds bone.
.....do	Sept. 26	May 23, 1859	59	2,365	15,009	Captain Brownson came home 1859; sent home 38 sperm, 407 whale, 4,400 pounds bone; sold and withdrawn 1859; lost 1859.
.....do	Oct. 31	May 4, 1859	53	1,472	3,500	Sent home 803 sperm, 470 whale, 11,400 bone.
.....do	Nov. 22	June 1, 1859	190	1,520	2,200	Dismasted in a gale 1856; refitted at Honolulu at an expense of over \$5,000; sent home 810 whale, 19,400 pounds bone.
Pacific Ocean ..	Aug. 27	Mar. 2, 1861	495	77	650	Bought from Stonington 1855; Captain Tower died at sea October, 1856.

only freight.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
<i>New Bedford, Mass.—Continued.</i>				
Callao	Ship	324	Alden B. Howland	Henry Taber & Co.
Canton	do	280	S. E. Cook	C. R. Tucker & Co.
Cavalier	Bark	295	E. Nickerson	James D. Thompson
Champion	Ship	336	Nathaniel P. Gray	do
Cherokee	Bark	261	Phileander Smith	William Hathaway, jr. ..
Cleora	do	263	Shubael H. Norton	Charles Hitch & Son
Cleone	do	373	John E. Simmons	Edmund Maxfield
Columbus	do	313	Joseph S. Taylor	William R. Rodman
Congress, 2d	Ship	376	F. E. Stranburg	Gideon Allen
Congaree	Bark	321	James T. Eldridge	Thomas Wilcox
Cowper	Ship	391	Aaron Dean	Benjamin B. Howard
Deademona	do	295	Thomas H. Smith	T. & A. R. Nye
Draper	do	291	William P. Sanford	Henry F. Thomas
Dunbarton	Bark	199	Joseph P. Nye	Isaac B. Richmond
E. Corning	do	325	Francis O. Rotch	Alexander Gibbs
Elizabeth	Ship	322	Obed Pierce	T. & A. R. Nye
Emma C. Jones	do	347	Weston Jenney	Edward C. Jones
Emily	Bark	333	Augustus Hale	Charles Almy
Eugenia	do	356	William Cottle	Swift & Allen
Falcon	Ship	273	Shubael C. Norton	Thomas Knowles & Co. ..
Francis Henrietta	Bark	407	F. D. Drew	William G. E. Pope
Geo. Washington	Ship	609	Pardon C. Edwards	I. Howland, jr., & Co.
Globe	Bark	215	Alexander A. Tripp	Allen Lucas
Golconda	Ship	331	Philip Howland	G. & M. Howland
Good Return	do	376	Benjamin F. Wing	Henry Taber & Co.
Henry Taber	Bark	355	Prince W. Ewer	do
Herald, 2d	Ship	303	Henry H. Slocum	T. & A. R. Nye
India	do	366	Timothy Howland	Charles Taber
Isabella	Bark	315	J. Lyon	T. Knowles & Co.
James Allen	Ship	355	William Devoll	G. Allen
James Edward	do	434	Freeman H. Smith	Abraham Barker
James	Schooner	72	Zenas F. Eldridge	Luther S. Chase
James Maury	Ship	395	E. L. Curry	C. R. Tucker & Co.
J. D. Thompson	Bark	432	William B. Waterman	James D. Thompson
Java	do	295	Augustus Lawrence	G. & M. Howland
John Dawson	do	237	Amos C. Baker	J. & W. R. Wing
John and Edward	Ship	318	F. C. Smith	Wilcox & Richmond
Kathleen	Bark	312	William Almy	James H. Slocum
Kutusoff	Ship	413	Andrew J. Wing	H. F. Thomas
Marengo	do	426	James T. Skinner	Jona. Bourne, jr.
Margaret Scott	Bark	307	Jacob A. Howland	Rodney French
Marion	do	328	Alfred C. Davis	William P. Howland
Mercury	do	340	William C. Hayden	I. Howland, jr., & Co.
Messenger	Ship	291	Isaac H. Jenney	John R. Thornton
Mullinoket	Bark	180	— Taber	Benjamin F. Howland

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm- oil.	Whale- oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Oct. 3	June 11, 1858	163	1,433	10,500	Sent home 6,300 pounds bone.
... do	Sept. 5	Sept. 17, 1858	1,237	175	1,340	Sent home 13 sperm.
Atl. and Indian.	Sept. 29	May 16, 1858	192	961	.....	Bought from Stouington 1855; Captain Nickerson came home sick 1855.
Pacific Ocean ..	Oct. 11	Apr. 30, 1858	85	1,470	8,000	Sent home 300 whale, 28,700 pounds bone.
Indian Ocean ..	Nov. 1	Mar. 21, 1860	153	565	250	Sent home 2,600 pounds bone.
Indian and Pac.	June 19	Apr. 29, 1858	1,378	.....	.....	Sent home 135 sperm.
North Pacific ..	Aug. 16	Apr. 11, 1858	145	2,255	1,200	Altered from a ship 1855; sent home 222 sperm, 308 whale, 14,184 pounds bone.
Pacific Ocean ..	Mar. 7	Mar. 6, 1859	1,319	202	.....	Sent home 599 sperm.
North Pacific ..	Oct. 31	Apr. 3, 1858	70	1,668	90,000	Sailed July 27 for Davis's Strait; returned September 25 badly stove by a block of ice near Northumberland Inlet; sent home 774 whale, 16,100 pounds bone.
Pacific Ocean ..	Sept. 3	June 1, 1859	982	1,057	.....
North Pacific ..	Oct. 6	May 30, 1859	117	2,072	12,600	Sent home 30 whale, 15,314 pounds bone; sold for freighting 1859.
Pacific Ocean ..	Nov. 7	May 9, 1860	1,662	1	.....
North Pacific ..	Aug. 14	Mar. 24, 1859	56	1,941	13,000	Sent home 80 sperm, 793 whale, 15,500 bone.
Atlantic	Nov. 14	Aug. 28, 1858	237	20	.....	Sent home 160 sperm; withdrawn 1859.
Atl. and Indian.	Aug. 25	June 4, 1860	660	6	.....	Bought from New York 1855; sent home 650 sperm.
Pacific Ocean ..	Oct. 11	Oct. 7, 1859	1,335	.....	.....	Sent home 370 sperm.
South Atlantic.	May 29	June 1, 1858	811	1,371	7,000	Sent home 45 sperm.
Pacific Ocean ..	Oct. 18	Sept. 6, 1857	471	3	.....	Formerly in merchant-service; added 1855.
... do	Nov. 6	May 17, 1859	1,351	215	.....
South Pacific ..	Aug. 11	July 27, 1859	35	619	1,100	Second mate, Matthew Towne, killed by falling from aloft December, 1855; sent home 3,800 pounds bone.
North Pacific ..	Oct. 3	June 19, 1860	18	684	.....	Sent home 4,279 whale, 43,849 pounds bone; sold to the United States 1861; one of "Stone Fleet," No. 1.
... do	Oct. 9	.....	.....	.....	.....	Burned at Talcahuano March 16, 1856, by crew.
Atl. & Indian.	Aug. 15	May 13, 1858	295	142	.....	Sent home 360 sperm, 140 whale.
Indian Ocean ..	June 21	June 30, 1859	1,467	120	.....	Sent home 105 sperm.
North Pacific ..	Oct. 9	Apr. 18, 1858	179	2,963	2,000	Sent home 43 sperm, 460 whale, 17,400 pounds bone.
Pacific Ocean ..	July 24	July 23, 1859	1,214	17	.....	Built 1855; sent home 544 sperm.
Indian Ocean ..	Aug. 13	July 30, 1858	1,090	999	3,000	
Ind. & Pacific ..	July 18	June 17, 1858	963	1,250	6,200	Sent home 35,000 pounds bone.
Pacific Ocean ..	Sept. 4	May 18, 1859	61	1,499	13,700	Sent home 177 sperm, 320 whale, 3,900 bone.
Indian Ocean ..	June 7	June 25, 1859	1,558	247	1,400	
North Pacific ..	Nov. 16	.....	.....	.....	.....	Added 1855; shipped 30 sperm, 300 whale, 3,000 pounds bone, to London; Captain Smith died at Mauritius May 20, 1856; abandoned and sold at Mauritius 1857.
Atlantic	May 24	Aug. 25, 1855	.....	9	.....	Sold to Sippican 1854.
North Pacific ..	Nov. 29	May 5, 1859	102	1,628	2,200	Sent home 108 sperm, 840 whale, 22,177 pounds bone.
... do	Sept. 18	Apr. 3, 1858	76	2,324	1,800	Built 1855; sent home 82 sperm, 275 whale, 36,500 pounds bone.
Pacific Ocean ..	Dec. 5	June 26, 1860	21	1,346	10,000	Altered from a ship 1855; Captain Lawrence died at Valparaiso May 2, 1856; sent home 565 sperm, 681 whale, 30,664 pounds bone.
Atl. & Indian.	Oct. 3	May 6, 1859	577	.....	.....
Indian Ocean ..	Jan. 8	Dec. 10, 1858	50	1,900	.....	Sent home 143 sperm, 80 whale, 10,870 pounds bone; withdrawn 1859.
Atl. & Indian.	Sept. 12	July 3, 1857	388	63	.....	Sent home 162 sperm, 167 whale.
North Pacific ..	Nov. 14	Apr. 6, 1860	.....	1,445	13,013	Sent home 21,852 pounds bone; withdrawn 1860; condemned at Rio Janeiro 1861.
Indian Ocean ..	Oct. 10	Apr. 16, 1859	.....	1,486	.....	Sent home 40 sperm, 544 whale, 19,000 bone; altered from a ship 1855; sent home 60 sperm.
Pacific Ocean ..	Aug. 2	July 24, 1857	82	2,742	2,200	
... do	Oct. 8	Apr. 19, 1859	1,188	49	.....	Added 1855; sent home 27 sperm, 163 whale.
... do	Oct. 4	Apr. 27, 1859	459	.....	.....	Sent home 387 sperm.
Indian Ocean ..	Aug. 14	Mar. 31, 1859	280	1,330	8,800	
Pacific Ocean ..	Aug. 6	Sept. 21, 1858	115	2	Bought from Warren 1855; sent home 324 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
<i>New Bedford, Mass.—Continued.</i>				
Milo.....	Ship.....	401	George H. Sowle.....	E. C. Jones.....
Minerva Smyth.....	do.....	335	John Bowles.....	I. Howland, jr., & Co.....
Minerva, 2d.....	do.....	291	Calvin Swain.....	T. Knowles & Co.....
Montezuma.....	Bark.....	196	——— Baxter.....	James H. Slocum.....
Montgomery.....	do.....	245	William B. Chapman.....	Swift & Allen.....
Mount Vernon.....	Ship.....	352	E. F. Nye.....	David R. Greene & Co.....
Napoleon.....	do.....	360	James A. Crewell.....	Charles Almy.....
Natches.....	do.....	524	Dexter Bellows.....	S. Thomas & Co.....
Nautlius.....	do.....	374	Charles C. Swain.....	G. Allen.....
Navy.....	do.....	356	Daniel D. Wood.....	J. B. Wood & Co.....
Newark.....	do.....	323	James L. Smith.....	C. Hitch & Son.....
Olympia.....	do.....	296	John Ryan, jr.....	William Phillips.....
Pacific.....	Bark.....	385	John W. Sherman.....	Swift & Perry.....
Pamella.....	do.....	300	Edward Coggeshall.....	William H. Reynard.....
Parachute.....	Ship.....	331	Andrew J. Cory.....	B. B. Howard.....
Phoenix.....	do.....	423	Horace Nickerson.....	Philip Anthony.....
Plover.....	do.....	330	Charles M. Skiff.....	W. & G. D. Watkins.....
President.....	do.....	293	George H. Allen.....	Richmond & Wood.....
Rodman.....	Bark.....	371	Elleha B. boock.....	C. W. Morgan.....
Roman.....	Ship.....	375	Zeb. A. Devoll.....	E. C. Jones.....
Roscoe.....	Bark.....	362	Alfred M. Coffin.....	And. Robeson.....
San Francisco.....	do.....	266	Elleha G. Cudworth.....	William Phillips.....
Sappho.....	do.....	320	Alexander Seabury.....	O. & E. W. Seabury.....
Sarah Sheafe.....	do.....	402	Henry C. Tobey.....	William H. Reynard.....
Seconet.....	Ship.....	400	J. F. Cleaveland.....	Charles Almy.....
Sophia Thornton.....	do.....	424	James Nichols.....	J. B. Thornton.....
So. America.....	Bark.....	606	Wash. T. Walker.....	W. O. Brownell.....
Stella.....	do.....	338	R. W. Hathaway.....	Cook & Snow.....
Trident.....	Ship.....	449	Marcus W. Taber.....	Frederick Parker.....
Tropic Bird.....	Bark.....	220	Cyrus E. Clark, jr.....	William P. Howland.....
Union.....	do.....	124	R. F. Ellis.....	Chapman & Bonney.....
Vigilant.....	do.....	282	Joseph McCleave.....	W. & G. D. Watkins.....
Virginia.....	do.....	346	Thomas M. Peakes.....	William Hathaway, jr.....
Warren.....	do.....	461	Preserved S. Wilcox.....	William Wilcox.....
Wavelet.....	do.....	300	George Swain.....	Lawrence Grinnell.....
Wm. Hamilton.....	Ship.....	463	D. P. West.....	I. Howland, jr., & Co.....
Winalow.....	Bark.....	265	William Watson.....	W. H. Reynard.....
Zephyr.....	Ship.....	361	James W. Ferril.....	Alexander Gibbs.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
North Pacific ..	Nov. 5	June 25, 1859	1,002	1,864	1,900	Sent home 17,141 pounds bone.
Indian Ocean ..	June 5	May 26, 1858	235	2,070	1,700	Sent home 65 sperm, 123 pounds bone.
Pacific Ocean ..	Oct. 23	Sept. 27, 1859	1,375	.....	.....
Indian Ocean ..	June 5	Aug. 23, 1858	339	99	.....	Built 1845; third mate and boat's crew lost
Pacific Ocean ..	Aug. 23	June 18, 1858	385	1	.....	November 19, 1856, fast to a whale.
North Pacific ..	Sept. 1	.....	.....	.....	.....	Stove by ice and sunk in Ochotak June 15,
Pacific Ocean ..	Jan. 17	July 23, 1858	1,090	.....	.....	1856; saved 230 sperm, 40 whale.
....do	Aug. 15	.....	.....	.....	.....	Bought from Nantucket, 1854; sent home
....do	519 sperm.
....do	Sent home 48 sperm, 487 whale, 6,500 pounds
North Pacific	bone; lost in Potter's Bay, (Ochotak),
Pacific Ocean	October 7, 1854.
....do	Sent home 455 sperm, 32 whale.
....do	Sent home 145 sperm, 560 whale, 19,200
North Pacific	pounds bone.
Pacific Ocean	Bought from Stonington, 1855.
North Pacific	Sent home 800 whale, 20,600 pounds bone;
.....	sold and withdrawn, 1859.
Indian Ocean	
....do	Added 1855; sent home 38 sperm.
Pacific Ocean	Sent home 1,340 whale.
Pacific Ocean	Sent home 355 sperm, 395 whale, 19,400
Ind. & Pacific	pounds bone; no oil on board; with-
.....	drawn, 1861, for merchant service.
Pacific Ocean	Built 1855.
....do	Bought from Nantucket, 1855.
North Pacific	
....do	Sent home 1,749 whale.
North Pacific	Altered from a ship, 1855; sent home 548
Pacific Ocean	sperm.
....do	Sent home 80 sperm.
Atlantic	Sent home 6 sperm, 170 whale, 4,800 bone.
Pacific Ocean	Took a bowhead whale, yielding 100 barrels
....do	oil, 3,000 pounds bone; sent home 958
....do	whale, 20,617 pounds bone; sold and
....do	withdrawn, 1859; sold to Boston, and
....do	condemned at Baltimore, 1861.
....do	Built at Fairhaven, 1855; sent home 129
....do	sperm.
South Pacific	Sent home 385 sperm, 1,300 pounds bone.
Pacific Ocean	Captain Walker came home, 1858; sent
....do	home 138 sperm, 799 whale, 37,543 pounds
....do	bone; sold and withdrawn, 1860; one of
....do	"Stone Fleet" No. 1.
....do	Bought from New York, 1855; built 1848;
Indian Ocean	sent home 678 sperm, 105 humpback.
....do	Sailed November 23, 1854; returned in De-
....do	cember, leaky; sent home 260 sperm, 460
....do	whale, 16,578 pounds bone.
....do	Sent home 50 sperm.
Atlantic	Formerly a schooner; added, 1854, from
....do	Provincetown; sold to Mattapoisett, 1857.
Pacific Ocean	Sent home 400 sperm on voyage; third
....do	mate, Charles Swartwout, and four men
....do	lost by running on to a loose whale while
....do	fast to another, and the boat upsetting.
....do	
Ind. & Pacific	Sent home 1,181 whale, 13,632 bone; added
....do	1855, from Holmes's Hole; third mate,
....do	Watson Burpee, lost overboard October
....do	17, 1855; withdrawn 1860; finally con-
....do	demned at St. Catharine's, March, 1861.
Pacific Ocean	Bought from New London, 1855; built 1853;
....do	sent home 2,714 whale, 34,153 pounds
....do	bone; sold at San Francisco, 1860.
North Pacific	Sailed June 19; returned July 16; Captain
....do	hurt; sent home a small quantity of oil;
Indian Ocean	lost off coast of Chili January 27, 1856.
Pacific Ocean	Sent home 369 sperm; lost on a reef near
....do	Honolulu, March 17, 1858.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
<i>Fairhaven, Mass.</i>				
Clifford Wayne.....	Ship.....	305	William H. Swain.....	Ezekiel Swain.....
General Scott.....	do.....	333	Isaac Daggett.....	L. C. Tripp.....
Gen. Scott.....	Bark.....	364	Benjamin Clough.....	Nathan Church.....
Hudson.....	Ship.....	368	David Marston.....	Jenney & Tripp.....
Japan.....	do.....	487	Francis L. Dimon.....	William G. Blackler.....
Joseph Maxwell.....	Bark.....	302	And. P. Jenney.....	F. R. Whitwell.....
John Coggeshall.....	Ship.....	338	Phineas Fish.....	Reuben Fish.....
Northern Light.....	do.....	513	E. A. Chapel.....	Edmund Allen.....
Phipe Delanoye.....	do.....	383	Thomas M. Gardner.....	Warren Delano.....
William and Henry.....	do.....	261	Isaac Grinnell.....	I. F. Terry.....
Winthrop.....	Bark.....	314	Isaacher H. Akin.....	Dexter Jenney.....
Wolga.....	do.....	285	William H. Crowell.....	Jenney & Tripp.....
Zone.....	do.....	365	Moses R. Fish.....	do.....
<i>Dartmouth, Mass.</i>				
Brighton.....	Bark.....	354	Abner Tucker.....	Tucker & Cummings...
Charles and Edward.....	Ship.....	150	William H. Salter.....	William Potter, 2d.....
Elliot C. Cowdin.....	do.....	280	Thomas S. Bailey.....	Tucker & Cummings...
<i>Westport, Mass.</i>				
Barclay.....	Bark.....	180	Weston S. Tripp.....	Alexander H. Corey.....
D. Franklin.....	do.....	171	Leander Smith.....	Job Davis.....
George and Mary.....	do.....	165	Samuel B. Devoll.....	Reecom Macomber.....
Janet.....	do.....	194	Henry S. West.....	Henry Wilcox.....
Leonidas.....	Brig.....	128	Asa Grinnell.....	C. A. Church.....
Mattapoisett.....	Bark.....	150	James M. Sowle.....	H. Wilcox.....
Mermaid.....	do.....	330	Gorham B. Howes.....	Andrew Hicks.....
Sea Queen.....	do.....	261	James H. Houghton.....	do.....
T. Winslow.....	do.....	136	George F. Davoll.....	John Hicks.....
<i>Mattapoisett, Mass.</i>				
America.....	Bark.....	257	— West.....	R. L. Barstow.....
Annawan.....	Brig.....	159	Fred. P. Cornell.....	J. Holmes, jr. & Bro.....
Clara Bell.....	Bark.....	295	Charles H. Robbins.....	R. L. Barstow.....
Excellent.....	Brig.....	70	Calvin C. Adams.....	do.....
March.....	Brig.....	89	Henry Lewis.....	do.....
Sarah.....	Ship.....	370	Stephen Swift.....	Loring Meigs.....
Sarah.....	Bark.....	179	Job P. Ronneville.....	Atteatt & Sturtevant...
Sm'l & Thomas.....	do.....	191	— Briggs.....	R. L. Barstow.....
Willis.....	do.....	164	James King.....	do.....
<i>Nantucket, Mass.</i>				
Alabama.....	Bark.....	340	Thomas Coffin, 2d.....	John H. Shaw.....
Alpha.....	Ship.....	345	William H. Haswell.....	Hadwen & Barney.....
Apphia Maria.....	Bark.....	260	Charles H. Chase.....	J. H. Shaw.....
Citisen.....	Ship.....	360	William Caah.....	C. G. & H. Coffin.....
Hamilton.....	Ship.....	75	— Sheffield.....	J. B. Macy.....
Homer.....	Brig.....	140	Lewis B. Imbert.....	E. G. Kelley.....
James Loper.....	Ship.....	348	Obed Ramsdell.....	Obed Starbuck.....
Nantucket.....	do.....	351	Richard C. Gibbs.....	Perry & Dunham.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	Nov. 20	June 10, 1860	731	.....	.....	Sent home 77 sperm, 43 whale.
do ..	Oct. 11	Dec. 20, 1859	1,434	.....	.....	Sent home 234 sperm, 80 whale.
Indian Ocean ..	Sept. 4	July 20, 1858	486	1,008	.....	Bought from New London, 1855; sent home 14,700 pounds bone.
North Pacific ..	Nov. 26	Apr. 25, 1859	50	1,075	17,400	Bought from Mystic, 1855; sent home 150 sperm, 1,005 whale, 9,700 pounds bone.
Pacific Ocean ..	Nov. 8	Apr. 16, 1859	33	860	.....	Built at Fairhaven, 1855; sent home 124 sperm, 1,550 whale, 28,349 pounds bone; sold to New Bedford 1859.
do ..	Nov. 3	Aug. 7, 1858	1,485	16	.....	Altered from a ship.
Ind. & Pacific ..	July 17	May 9, 1859	53	1,149	.....	Captain Fish died 1856; sent home 57 sperm, 12,700 pounds bone; sold to New Bedford 1860.
North Pacific ..	Oct. 10	June 19, 1860	.....	900	12,000	Sent home 25 sperm, 2,752 whale, 37,401 pounds bone; sold to New Bedford 1861.
Pacific Ocean ..	Dec. 25	July 25, 1860	1,000	300	.....	Withdrawn for merchant service, 1860.
do ..	Dec. 3	May 20, 1859	175	920	8,850	Sent home 59 sperm, 293 whale, 4,086 bone.
do ..	Aug. 11	Oct. 20, 1858	780	77	600	
Indian Ocean ..	Aug. 18	May 28, 1859	24	643	3,500	Sent home 503 whale, 1,800 pounds bone; sold to Boston 1859.
Pacific Ocean ..	Sept. 4	May 9, 1858	1,384	.....	.....
Indian Ocean ..	June 5	.....	.....	.....	.....	Bought from New Bedford 1855; Elijah R. Gifford, first mate, killed by a whale December 19, 1855; condemned at Sydney May 14, 1859; sent home 620 sperm, 477 whale, 5,831 pounds bone.
Atlantic ..	June 13	Aug. 6, 1856	244	45	.....	Sent home 25 sperm; added 1855.
Pacific Ocean ..	Oct. 9	Mar. 3, 1860	911	90	.....	Sent home 59 sperm; added 1855; sold to New Bedford 1860.
Atlantic ..	May 7	.....	.....	.....	.....	Lost on Cape Antonio March 18, 1856.
do ..	May 30	Sept. 6, 1856	200	75	.....
do ..	Oct. 24	Aug. 6, 1857	200	23	.....
Indian Ocean ..	May 10	May 21, 1858	249	287	4,500	
Atlantic ..	Aug. 22	May 1, 1857	209	50	.....	Sent home 150 sperm.
do ..	Oct. 23	Apr. 11, 1857	570	4	.....
Pacific Ocean ..	Aug. 6	June 19, 1860	1,215	7	.....	Built 1855; sent home 471 sperm.
do ..	July 19	July 11, 1858	1,111	.....	.....
Atlantic ..	July 17	July 7, 1857	161	16	.....	Sent home 250 sperm.
Atlantic ..	Sept. 28	Aug. 24, 1858	576	151	300	Bought from New Bedford 1855; sold 1856.
do ..	Dec. 18	July 25, 1857	302	31	.....	Sent home 176 sperm.
do ..	Aug. 20	May 4, 1858	971	16	.....	Sent home 1,900 bone.
do ..	Oct. 29	Aug. 9, 1857	.....	Clean	.....	Her last voyage; she went ashore and broke up in a gale in March, 1860; sent home 210 sperm.
do ..	June 21	Aug. 12, 1856	247	29	.....	Sent home 35 sperm.
Pacific Ocean ..	Oct. 15	May 8, 1859	32	620	7,500	Sent home 225 sperm, 2,004 whale, 28,300 bone.
Atlantic ..	Dec. 4	June 2, 1858	435	28	.....
Indian & Pacific ..	Feb. 21	Apr. 20, 1858	121	274	.....	Sent home 127 sperm.
Pacific Ocean ..	May 25	Oct. 2, 1856	323	63	.....	Sent home 266 sperm.
Pacific Ocean ..	June 27	Sept. 23, 1859	1,151	.....	.....	Returned September 1, leaking; sailed again September 24; sent home 54 sperm.
do ..	July 9	July 20, 1859	1,281	.....	.....
do ..	May 23	.....	.....	.....	.....	Condemned at Valparaiso March, 1859.
do ..	Oct. 29	July 4, 1859	2,012	130	.....	Sent home 900 bone; sold to New York.
Atlantic ..	Nov. 23	No report ..	.....	.....	.....
do ..	Aug. 12	Oct. 30, 1856	107	20	.....
Pacific Ocean ..	Sept. 18	Aug. 14, 1860	928	64	.....	Sold to New York.
do ..	June 14	Lost on Nashawena, homeward bound; had 736 sperm, 794 whale; sent home 240 sperm, 320 whale, 3,000 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
<i>Nantucket, Mass.—Continued.</i>				
Narragansett.....	Ship	398	George W. Gardner.....	Zenas L. Adams
Norman	do	338	Charles C. Ray	G. & M. Starbuck
Ocean Rover	do	417	Charles A. Veeder.....	G. & M. Starbuck & Co.
Peru	Bark	259	Frederick A. Easton	Z. L. Adams
Watchman	Schooner	146	Hiram Bailey	J. B. Macy
William P. Dolliver	do	90	James Maguire	do
Young Hero.....	Ship	340	Valentine C. Long	G. & M. Starbuck.....
<i>Edgartown, Mass.</i>				
Almira	Ship	362	— Crosby	Abraham Osborn
Monterey	Schooner	80	Wimpenney	Ira Darrow
Walter Scott	Ship	369	— Collins	Benjamin Worth
Washington	Schooner	140	— Fisher	John A. Baylies.....
<i>Holmes's Hole, Mass.</i>				
Eliza Jane	Schooner	130	— West	Thomas Bradley.....
Pavilion.....	Brig	150	— Adams	do
<i>Sippican, Mass.</i>				
Adm'l Blake.....	Schooner	120	Benjamin B. Handy.....	Benjamin B. Handy.....
Altamaha	do	119	Consider Fisher	Stephen C. Luce
<i>Sandwich, Mass.</i>				
Amelia	Brig	127	David S. Russell.....	W. F. Lapham
<i>Provincetown, Mass.</i>				
Alleghany	Schooner	95	— Cook	Daniel C. Cook
Alexander	do	75	— Snow	Johnson & Cook
Chanticleer	do	87	— Young	Samuel Cook
E. Nickerson	do	132	— Freeman	Samuel Soper
F. Bunchlinia	Bark	200	— Tuck	E. Nickerson
John Adams	Schooner	99	— Birch	John Adams
Louisa	do	97	— Cook	S. Cook
Montezuma	do	92	— Kilborn	T. & S. Hilliard
M. Spring	do	86	— Young	J. E. & G. Bowley
M. King	do	86	— Pettengill.....	Johnson & Cook
Olive Clark	do	95	— Tuck	S. Soper
Richard	do	92	— Young	Philip Cook
Rienzi	do	108	— Caton	J. E. & G. Bowley
Samuel Cook	Brig	126	— Genn	S. Cook
S. R. Soper.....	Schooner	130	{ Soper	{ S. Soper.....
Spartan	Bark	188	— Needham	Stephen Nickerson
Union	Schooner	97	— Cook	Jonathan Nickerson
Walter Irvin.....	do	133	— Genn	S. Soper
— Paine	do	133	— Paine	S. Soper
<i>Orleans, Mass.</i>				
Lewis Bruce	Brig	135	— Ryder	Heman Smith
Medford	do	108	— Lamson	do
Rothschild	Bark	261	— Allerton	do
<i>Beverly, Mass.</i>				
B. Franklin	Bark.....	164	— Brown	F. W. Cheate
<i>Warren, E. I.</i>				
Florence	Bark.....	326	— Champlin	R. B. Johnson
Smithfield	do	164	— McCleave.....	do
Wm. Henry	do	186	— Colt	Charles T. Child

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean...	Nov. 22	May 20, 1860	83	.....	.....
...do.....	Oct. 16	May 12, 1860	97	.....	.....
...do.....	July 11	Oct. 20, 1859	1,731	.....	.....	Built 1855; sold to the Spanish government.
...do.....	Oct. 4	Aug. 1, 1859	82	.....	.....	Sent home 73 whale.
Atlantic.....	Nov. 30	July 14, 1856	.....	530	.....	Built at Manchester 1853. Captain Bailey was drowned at Bona Vista May 31, 1856.
...do.....	Nov. 8	.....	.....	.....	.....
North Pacific...	Oct. 8	.....	.....	.....	.....	Burned at Sandwich Islands 1858.
Pacific Ocean...	Aug. 21	May 6, 1858	34	2,000	3,700	
Atlantic.....	May 15	.....	.....	.....	.....	Sent home 12,000 bone; sold at Talcahuano February, 1858; sent home 192 sperm, 10½ whale.
North Pacific...	Nov. 22	June 11, 1859	181	506	500	Sent home 12,000 bone.
Atlantic.....	Oct. 11	July 28, 1856	34	11	.....	Added 1855.
Atlantic.....	Aug. 25	Oct. 31, 1856	2	.....	.....	Added 1855; withdrawn 1856.
...do.....	Oct. 27	Apr. 10, 1858	28	.....	.....	Added 1855; sent home 163 sperm.
Atlantic.....	May 12	Aug. 31, 1855	207	12	.....	Took, in all, 240 sperm, 8 blackfish; worth \$13,510.
...do.....	May 10	Nov. 12, 1855	70	.....	.....
Atlantic.....	Oct. 18	Sept. 2, 1856	.....	.....	.....	Returned clean; sold to Mattapoisett 1856.
Atlantic.....	May 15	Sept. 3, 1855	.....	164	.....
...do.....	Apr. 6	May 6, 1856	40	164	.....
...do.....	May 11	Sept. 1, 1855	.....	16	.....
...do.....	Aug. 24	June 22, 1856	17	345	.....
Indian Ocean...	July 17	Sept. 16, 1856	204	520	4,000	Sent home 217 sperm; added 1855.
Atlantic.....	Apr. 24	Oct. 25, 1856	59	.....	.....
...do.....	May 15	Oct. 6, 1855	.....	56	.....	Withdrawn 1856.
...do.....	May 11	Sept. 3, 1855	116	.....	.....
...do.....	Apr. 19, 1856	.....	84	6	.....
...do.....	May 1	.....	.....	.....	.....	Capeized in Cintra Bay 1855; Captain Young and two men saved, thirteen lost.
...do.....	Apr. 14	Aug. 31, 1855	29	3	.....
...do.....	Apr. 25	Apr. 12, 1856	.....	250	.....	Added 1855.
...do.....	May 18	Oct. 3, 1855	.....	.....	.....	No report.
...do.....	Apr. 17	Nov. 22, 1855	170	.....	.....
...do.....	May 8	Sept. 14, 1855	.....	80	.....	Added 1855; withdrawn 1856.
...do.....	Apr. 3	Sept. 2, 1855	227	4	.....
...do.....	Oct. 16	Sept. 11, 1856	42	152	.....
Ind. & Atlantic	June 11	Sept. 6, 1857	454	450	4,000	
Atlantic.....	Nov. 9	Sept. 26, 1855	.....	150	.....
...do.....	Nov. 9	Sept. 16, 1856	40	150	.....
Atlantic.....	Apr. 21	Apr. 25, 1856	.....	313	2,800	Sent home 50 sperm.
...do.....	Mar. 20	July 3, 1856	155	4	.....	Added 1855; sent home 50 sperm.
...do.....	Sept. 12	Sept. 30, 1856	325	360	.....
Atlantic.....	Aug. 15	Aug. 28, 1856	16	169	.....	Sold to Fall River 1856.
Pacific Ocean...	Nov. 13	.....	.....	.....	.....	Captain Champlin died in Japan Sea 1858; sent home 200 sperm, 200 whale, 3,675 bone; condemned at Honolulu 1859.
Atlantic & Ind.	Oct. 26	Condemned at Pernambuco December, 1855.
...do.....	May 10	July 21, 1857	432	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
<i>Newport, R. I.</i>				
Antelope	Bark	340	Oliver Potter	S. W. Macy
Mechanic	do	335	T. J. Corey	Oliver Read
<i>New London, Conn.</i>				
Corea	Ship	365	— Fish	Frink & Prantis
Georgiana	Brig	190	— Buddington	Perkins & Smith
George Henry	Bark	303	James Buddington	do
Hannibal	Ship	441	— Royce	Benj. Brown's Sons
John & Elizabeth	do	306	— Destin	Williams & Haven
John E. Smith	Schooner	119	— Fisher	R. H. Chappell
Laurens	Ship	420	— Smith	Perkins & Smith
N. America	Bark	385	— Lyons	Williams & Haven
North Star	Ship	399	— Fish	Williams and Barnes
Peruvian	do	388	Lucius L. Butler	E. V. Stoddard
Pioneer	Bark	235	— Morgan	do
Vesper	Ship	321	— Hempstead	Williams & Barnes
Zoe	Brig	197	— Royce	Thomas Fitch, 2d
<i>Greenport, N. Y.</i>				
Kanawha	Bark	965	— Terry	Wells & Carpenter
Prudent	do	295	— Hamilton	David G. Floyd
<i>Sag Harbor, N. Y.</i>				
Ann	Bark	299	— Hamilton	Thomas Brown
Concordia	do	265	— McCorkle	do
Emerald	Ship	515	— Hallock	John Budd
Noble	Bark	273	— Jennings	Gilbert H. Cooper
Washington	do	236	— Babcock	T. Brown
<i>San Francisco, Cal.</i>				
Eagle	Schooner	—	— Dubois	—
Francis	Brig	—	— Chester	G. B. Post & Co
Herald	Ship	262	— Derrick	Benjamin F. Hardy
Hopewell	Schooner	—	— Reynolds	—
Leonore	Ship	370	— Scammon	Tubbs & Co
Nonpareil	Brig	133	— Andrews	Moore & Folger
R. Adams	Bark	271	— Andrews	William Bailey
S. McFarland	Brig	142	— Miller	J. G. Wallace
<i>Mystic, Conn.</i>				
Aeronaut	Ship	265	—	Charles Mallory
1856.				
<i>New Bedford, Mass.</i>				
Abigail	Ship	310	Rufus N. Smith	William G. E. Pope
Active	Bark	337	William Wood	Cook & Snow
Adeline	Ship	228	Asa Taber	C. R. Tucker & Co
Addison	do	426	Samuel Lawrence	Isaac B. Richmond
Afton	Bark	249	James M. Clark	F. & G. R. Taber
Anaconda	do	383	Samuel T. Crenner	I. B. Richmond
Archer	Ship	228	Matthew L. Smith	Edward W. Howland

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean .	Oct. 4	June 10, 1859	<i>Bbls.</i> 351	<i>Bbls.</i> 51	<i>Lbs.</i> 700	Sold to New Bedford 1859.
North Pacific..	Nov. 27	Apr. 12, 1860	36	530	.....	Sold 1860; one of "stone fleet," No. 2; sunk 1861.
North Pacific..	Aug. 18	June 26, 1859	.....	1,237	.....	Added 1855; sent home 1,120 whale, 24,900 bone. One of "stone fleet," No. 1.
Davis's Strait..	Apr. 11	Sept. 27, 1856	.....	.....	.....	Returned clean; lost 14 men from scurvy; wintering in Frobisher's Straits.
.....do	May 29	Dec. 20, 1855	.....	184	.....	Added 1855; fell in with the abandoned English discovery ship Resolute and carried her into New London.
Spitzbergen Sea	May 21	Mar. 21, 1856	.....	92	.....	First American vessel sailing for this sea.
Indian Ocean...	Sept. 11	June 11, 1856	.....	51	5,110	.....
Atlantic	Sept. 18	June 21, 1856	.....	36	3,000	Added 1855.
Desolation Isld	Sept. 17	May 8, 1857	.....	4,324	.....	Do.
Atlantic	Aug. 7	June 18, 1858	.....	1,534	1,790	.....
Pacific Ocean .	Sept. 11	.....	.....	.....	.....	Lost on Bedout Island, New Holland, July 12, 1856.
South Atlantic	May 15	Apr. 7, 1856	.....	8	500	.....
Desolation Isld	Oct. 4	June 12, 1857	5	1,44	1,000	Added 1855.
Indian Ocean...	July 19	June 20, 1858	12	2,54	1,200	.....
Desolation Isld	Oct. 26	Apr. 4, 1857	11	1,074	.....	Added 1855; sent home 225 elephant.
Atlantic & Ind	Nov. 6	Apr. 30, 1860	35	890	900	Bought from New York 1855; built 1847; sold 1860; Greenport's last whaler.
Atlantic	Dec. 29	May 18, 1859	12	2,000	11,000	Second mate killed by natives of Easter Island 1856; added 1855, from Stonington; sold 1859; sent home 742 whale, 6,700 bone.
Indian Ocean..	Dec. 7	.....	.....	.....	.....	Sent home 280 sperm, 720 whale, 6,000 bone; condemned at St. Helena February 25, 1858.
South Atlantic.	Oct. 25	Oct. 10, 1858	3	1,030	6,400	.....
North Pacific.	Oct. 26	May 9, 1859	.....	570	.....	Sent home 112 sperm, 412 whale, 8,100 bone
South Atlantic	Nov. 9	July 9, 1857	950	250	1,200	One of "stone fleet," No. 2; sunk 1862
.....do	Aug. 5	Dec. 4, 1858	279	780	1,000	Sent home 160 sperm, 466 whale, 3,000 bone.
Pacific Ocean..	Aug. 26	July 25, 1856	.....	.....	.....	No report.
.....do	Jan. 11	.....	.....	.....	.....	Do.
North Pacific.	Jan. 9	.....	.....	.....	.....	Do.
Pacific Ocean..	Dec. 19	.....	.....	.....	.....	Do.
.....do	Dec. 3	July 25, 1856	60	500	.....	.....
.....do	Dec. 13	Aug. 15, 1857	24	10	.....	.....
.....do	Apr. 28	.....	.....	.....	.....	Do.
.....do	Dec. 27	.....	550	.....	.....	Last reported at Panama November 2, 1856.
.....do .....	.....	.....	.....	.....	.....	Lost 1856.
North Pacific..	Aug. 25	Aug. 18, 1860	504	700	630	Sent home 1,600 pounds bone.
Pacific Ocean..	June 3	July 9, 1860	807	9	.....	Sent home 766 sperm, 33 whale.
North Pacific..	Oct. 22	June 25, 1860	182	900	4,100	Sent home 321 whale, 11,000 pounds bone.
Pacific Ocean..	Nov. 25	June 14, 1860	.....	66	.....	Sold 60 sperm, 1,717 whale, 10,222 bone.
Atl. and Indian	May 26	Aug. 28, 1858	765	.....	.....	Sent home 120 sperm.
Pacific Ocean..	Oct. 2	Aug. 14, 1860	1,341	.....	.....	Sent home 265 sperm.
.....do	Oct. 7	Apr. 13, 1861	1,357	Mr. Corbin, first mate, died from injuries received from a whale August, 1860; sold to the United States 1861; sunk off Charleston—one of the "stone fleet."

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1886.				
<i>New Bedford, Mass.—Continued.</i>				
Devils	Bark	214	David G. Pierce	John A. Macomber
Caroline	Ship	364	George W. Gifford	William Gifford
Carolina	do	395	— Harding	S. Thomas & Co.
Catalpa	Bark	260	William F. Snow	I. Howland, jr., & Co. .
Canada	Ship	545	Barton Ricketson	Gideon Allen & Son ..
Caravan	do	33	James G. Bragg	William O. Brownell ..
Chas. W. Morgan	do	351	Thomas N. Fisher	I. Howland, jr., & Co. .
China	do	370	John W. Thompson	William Phillips & Son
Chill	do	291	Benjamin S. Clark	Azel Howard
Chris. Mitchell	do	387	Edward Manchester	David B. Kempton
Cicero	do	252	Charles Courtney	L. Kollock & Son
Condor	do	349	Samuel H. Whiteside	W. G. E. Pope
Contest	do	441	Jeremiah Ludlow	I. Howland, jr., & Co. .
Courier	do	381	Frederick W. Coffin	O. & G. O. Crocker
Courser	Bark	327	S. H. Gifford	B. Franklin Howland ..
Daniel Wood	Ship	345	Thomas Morrison	Jas. B. Wood & Co.
Eagle	Bark	336	John McNelly	Swift & Perry
Eben Dodge	do	221	John W. Norton	B. F. Howland
Edward	do	274	William B. Stanton	Thomas Knowles & Co. .
Eliza	do	366	Joseph H. Cornell	Cornell & Penniman ..
Empire	Ship	403	Stephen G. Russell	George F. Parker
Europa	do	380	Edward B. Phinney	Edward C. Jones
Fanny	Bark	33	Benjamin L. Boadry	Swift & Allen
Florida	Ship	336	Coddington P. Fish	E. C. Jones
Fortune	Bark	291	Matthew Anderson	James Beale
Gay Head	Ship	389	William Lowen	Jas. B. Wood & Co.
Gen. Pike	do	313	James Russell	William Gifford
Gov. Troup	do	430	Anthony Milton	E. C. Jones
Gypsy	do	360	Austin Smith	I. Howland, jr., & Co. .
Hecla	Bark	207	Orrick Smalley	T. Knowles & Co.
Hector	Ship	386	Amos A. Chase	William J. Rotch
Helen Mar	Bark	367	Henry F. Worth	L. Kollock & Son
Hlawatha	Ship	381	John Ellis	T. & A. R. Nye
Hope	Bark	186	Shubael F. Brayton	Zeno Kelley
Huntress	do	383	William Allen	Cook & Snow
Hydaspe	Ship	313	Parlon Taber	J. B. Wood & Co.
Jereh Perry	do	435	George H. Cannon	Swift & Perry

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean	Aug. 5	.....	.....	.....	.....	Sent home 54 sperm; lost on Point Mangle, New Granada, July 29, 1857.
Ind. and Pacific	Aug. 5	.....	.....	.....	.....	Built at Dartmouth 1843; sent home 95 sperm, 889 whale, 6,039 pounds bone; lost on Minerva Shoals May 24, 1859; one man lost.
Pacific Ocean	Oct. 3	Apr. 13, 1861	40	59	5,400	Sailed under command of James Gray, who came home sick 1856; sent home 1,135 whale, 11,644 pounds bone; withdrawn 1861.
....do	June 20	June 19, 1860	824	5	.....	Sent home 274 sperm; sold and withdrawn 1860; sold to San Francisco 1862.
North Pacific	Oct. 16	.....	.....	.....	.....	Sent home 20 sperm; 1 at on coast of Brazil on account of intemperance of Brazilian officials; subsequently paid for by Brazilian government.
....do	Aug. 25	.....	.....	.....	.....	Bought from Fall River 1856; sent home 45 sperm, 569 whale, 5,809 pounds bone; condemned at Montevideo March, 1860.
....do	Sept. 15	Apr. 16, 1859	11	822	13,800	Sent home 108 sperm, 478 whale, 14,900 bone.
....do	Oct. 15	June 26, 1859	37	1,375	16,200	Sent home 195 sperm, 844 whale.
Indian Ocean	July 31	June 8, 1860	704	12	.....	Sent home 67 sperm.
North Pacific	Aug. 16	May 17, 1860	97	1,670	9,406	Sent home 55 sperm, 473 whale, 14,000 pounds bone; withdrawn for merchant-service 1861; sold to San Francisco 1861.
....do	Aug. 12	May 16, 1860	.....	485	4,600	Sent home 226 sperm, 594 whale, 8,900 bone.
....do	Aug. 7	.....	.....	.....	.....	Sent home 73 sperm, 2,779 whale, 35,621 pounds bone; condemned at Honolulu December, 1858.
....do	Oct. 24	Apr. 12, 1860	.....	1,803	8,850	Built at Mattapoisett 1856; sent home 1,920 whale, 24,176 pounds bone.
Pacific Ocean	Oct. 4	July 2, 1861	73	.....	.....	Sent home 535 sperm; one of the "stone-fleet No. 1."
....do	Feb. 19	June 26, 1860	401	332	.....	Built 1853; sent home 147 sperm.
North Pacific	Oct. 9	Apr. 12, 1860	.....	617	6,200	Sent home 1,290 whale, 23,393 pounds bone.
Pacific Ocean	Oct. 22	Mar. 28, 1861	930	.....	.....	Altered from a ship 1858.
Atlantic	May 15	Aug. 18, 1858	303	90	.....	Bought from Beverly 1856; sent home 170 sperm.
Pacific Ocean	July 8	Apr. 24, 1860	741	55	.....
North Pacific	Nov. 13	June 13, 1860	14	955	5,400	Built at Mattapoisett 1856; sent home 146 sperm, 890 whale, 11,800 pounds bone.
....do	Aug. 11	May 9, 1860	3	967	7,600	Sent home 1,412 whale, 2,424 pounds bone.
Ind. and Pacific	June 21	Apr. 30, 1860	86	68	.....	Sent home 59 sperm, 1,800 pounds bone.
North Pacific	July 19	Apr. 30, 1860	.....	1,179	.....	Sent home 52 sperm, 600 whale, 31,648 pounds bone.
....do	Oct. 16	Apr. 25, 1859	.....	1,605	10,000	Sent home 32 sperm, 919 whale, 13,597 bone.
....do	Oct. 29	1860 or 1861	.....	.....	.....	Sent home 1,855 whale, 17,700 pounds bone; one of "stone-fleet" No. 1.
....do	Oct. 20	Aug. 28, 1860	8	1,17	985	First mate, John C. Clark, taken out of boat by a whale; his body was recovered after hauling in 150 fathoms of line; sent home 8 sperm, 728 whale, 19,053 bone.
....do	Sept. 9	Mar. 12, 1859	113	1,956	5,100	Sent home 759 whale, 5,900 pounds bone.
....do	Aug. 27	Apr. 16, 1859	.....	1,430	11,000	Sent home 305 sperm, 907 whale, 16,600 bone.
Indian Ocean	May 15	Oct. 31, 1858	2	6	.....	Left Captain Smith sick at Fayal; sent home 98 sperm.
Pacific Ocean	June 3	June 2, 1859	562	80	.....	Sent home 632 sperm.
....do	Nov. 17	July 19, 1860	894	.....	.....	Sent home 910 sperm; captured by a rebel privateer subsequently.
....do	Jan. 15	Mar. 17, 1861	65	1,261	8,500	Built 1855; sent home 239 sperm, 490 whale, 16,497 pounds bone; sold to Boston 1862.
....do	Oct. 11	Mar. 26, 1861	1,240	.....	.....	Built at New Bedford 1856; sent home 250 sperm; sold to Boston 1862, for merchant-service.
Indian Ocean	Aug. 21	June 1, 1859	312	2	.....
Atl. and Indian	Aug. 11	July 19, 1857	161	4	.....	Built at Mattapoisett 1856; sent home 290 sperm, 240 whale, 2,000 pounds bone.
Ind. and Pacific	Aug. 14	June 19, 1859	1,319	39	.....	Sent home 177 sperm.
North Pacific	Sept. 2	May 27, 1860	75	1,127	7,200	Second mate, James Webb, killed by a whale March 21, 1860; sent home 54 sperm, 1,084 whale, 7,216 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
<i>New Bedford, Mass.—Continued.</i>				
Josephine	Ship ...	44	James R. Allen	Swift & Perry
Kingfisher	Bark ...	45	Martin Palmer	Jona. Bourne, jr
Lafayette	do	341	George G. Ray	I. H. Bartlett & Sons
Lagoda	Ship ...	341	John D. Willard	J. Bourne, jr
Lancer	do	393	Aaron C. Cushman	Richmond & Wood
Lapwing	do	432	Michael Cumiskey	E. C. Jones
Louisa	Bark ...	316	William R. Hathaway	Swift & Allen
Melia	do	151	Ingraham D. Oliver	Benjamin B. Howard
Maria	do	202	Joseph Abbott	Thomas R. Rodman
Marcella	do	210	William T. West	C. R. Tucker & Co
Massachusetts	do	364	Daniel B. Greene	Swift & Allen
Mars	do	270	Gerardus P. Harrison	C. R. Tucker & Co
Mary Frazier	Ship ...	222	John Rounds	B. F. Howland
Mary	do	287	John R. Sands	I. Howland, jr., & Co
Merlin	Bark ...	342	John S. Deblois	W. & G. D. Watkins
Milton	Ship ...	328	Charles Halsey	Henry Taber & Co
Minerva	do	402	Charles H. Gifford	William Gifford
Montezuma	Bark ...	191	Dennis D. Baxter	James H. Slocum
Morea	Ship ...	330	Beriah C. Manchester	Azel Howard
Morning Light	do	361	— Norton	S. Thomas & Co
Nassau	do	402	Henry Murdock	Swift & Perry
Niger	do	437	Nathan M. Jernegan	William Hathaway, jr
Ocean	do	342	Ezra Gifford	John R. Thornton
Ocean Wave	Bark ...	384	Hiram Baker	H. Taber & Co
Orray Taft	do	176	John C. Clark	Allen Lucas
Osceola, 3d	do	201	John P. Carr	Cranston Wilcox
Polar Star	Ship ...	47	Hiram Weeks	C. R. Tucker & Co
President	Bark ...	18	Seth D. McFarlin	Edmund Maxfield
Rajah	do	256	Ansel N. Stewart	do
Rainbow	Ship ...	472	Benjamin H. Halsey	W. Gifford
Rapid	do	507	David P. West	I. Howland, jr., & Co
Rambler	do	392	James W. Willis	F. & G. R. Taber
Reindeer	do	454	Edward R. Ashley	Edward W. Howland
Roscoe, 2d	Bark ...	237	Nathan H. Mendell	J. Bourne, jr
Saratoga	Ship ...	54	Frederick Slocum	Abraham Ashley
Sea Breeze	Bark ...	472	Benjamin F. Jones	O. & E. W. Seabury
Sea Flower	do	154	Sylvanna Cleveland	Charles Almy
Silver Cloud	do	451	Edward Coggeshall	Russell Maxfield

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	July 15	Apr. 24, 1859	63	1,880	16,900	Built 1856 at Fairhaven; sent home 94 sperm 1,494 whale, 21,000 pounds bone.
North Pacific ..	Sept. 27	May 8, 1860	.....	831	.....	Built at New Bedford 1856; Captain Palmer taken down by a foul line and lost May 20, 1859; sent home 2 525 whale, 43,914 pounds bone; sold to United States for a blockader 1861.
Pacific Ocean ..	Dec. 18	May 13, 1861	950	.....	.....	Sent home 300 sperm.
... do	July 17	June 27, 1860	165	1,280	11,500	Sent home 893 whale; 15,436 pounds bone.
... do	Aug. 4	June 3, 1860	1,539	7	.....	Captain Cushman died November 23, 1856; sent home 54 sperm.
Indian Ocean ..	June 3	Nov. 4, 1859	1,700	850	.....	Sent home 18 sperm, 6,000 pounds bone.
North Pacific ..	Sept. 23	May 9, 1860	58	879	4,800	Sent home 104 sperm, 831 whale, 18,500 bone.
Atlantic ..	Oct. 22	.....	.....	.....	.....	Sent home 80 sperm; condemned and sold at Fayal August 27, 1857.
Ind. and Pacific	Sept. 1	Aug. 11, 1859	684	.....	.....	Sent home 1,200 pounds bone.
Atl. and Indian	Sept. 16	June 18, 1858	293	233	.....	Altered from a ship 1856; sent home 50 sperm, 1,400 whale, 26,176 pounds bone.
North Pacific ..	Nov. 20	June 26, 1860	130	1,547	12,000	Sent home 238 sperm, 74 whale, 300 bone.
Indian Ocean ..	June 10	Apr. 13, 1860	423	428	1,700	Sent home 93 sperm, 985 whale, 8,838 bone.
North Pacific ..	Sept. 23	June 10, 1860	166	1,213	8,600	Sold and broken up 1860.
Pacific Ocean ..	Nov. 2	May 27, 1859	344	914	2,200	Built at Mattapoisett 1856; took 2,000 sperm all told.
... do	June 25	June 19, 1859	1,506	31	.....	Sent home 95 sperm, 883 whale, 22,896 bone.
... do	Sept. 10	Mar. 22, 1860	22	2,043	14,200	Built at Charlestown 1810; sent home 10 sperm, 949 whale, 22,018 pounds bone; sold and withdrawn 1860.
... do	July 10	Apr. 14, 1860	27	925	.....	Sent home 59 sperm.
... do	June 8	Aug. 23, 1856	339	99	.....	Sent home 790 sperm, 1,558 whale, 22,600 pounds bone; condemned at Honolulu November 13, 1859.
North Pacific ..	Sept. 2	.....	.....	.....	.....	Built at South Dartmouth 1856; sent home 229 sperm, 650 whale, 2,100 pounds bone.
Pacific Ocean ..	June 4	July 9, 1859	300	1,039	500	Sent home 197 sperm, 610 whale, 22,870 bone.
North Pacific ..	Nov. 17	May 10, 1860	.....	1,642	7,800	Sent home 97 sperm.
Pacific Ocean ..	Sept. 2	Aug. 14, 1860	.....	1,535	10,500	Built 1856 at New Bedford; sent home 180 sperm, 350 whale, 7,000 pounds bone; lost on Elbow Island October 12, 1859.
... do	Oct. 22	Aug. 11, 1859	2,101	.....	.....	Sent home 71 sperm.
North Pacific ..	Oct. 28	.....	.....	.....	.....	Built at Fairhaven 1856; had a series of reverses in 1860—was fired by the crew, struck on a sunken rock, and run into the Jeannette; condemned 1860; sent home 1,512 whale, 15,660 pounds bone.
Atlantic	Nov. 20	July 16, 1858	372	42	.....	Sent home 193 whale, 18,853 pounds bone; sold to Boston 1860.
Atl. and Indian	July 29	Sept. 11, 1858	497	17	.....	Sent home 45 sperm, 2,353 whale, 14,213 bone.
North Pacific ..	Aug. 26	July 18, 1860	261	1,392	.....	Sold and withdrawn 1859.
Indian Ocean ..	Nov. 3	Apr. 19, 1859	621	5	.....	E. W. Kemp on, first mate, died at Lahaina November, 1857; sent home 60 sperm, 500 whale, 17,914 bone; withdrawn 1860; sold at Barcelona 1863.
Atl. and Indian	June 6	.....	.....	.....	.....	Second mate, George W. Reed, drowned March, 1857; sent home 122 sperm, 1,450 whale.
North Pacific ..	Oct. 11	Apr. 18, 1859	122	1,802	2,000	Sent home 121 sperm; sold to Providence 1858.
... do	Oct. 1	.....	.....	.....	.....	Bought from Boston 1856; sent home 305 sperm, 537 whale, 22,352 pounds bone; sold to New York 1862, for China trade.
... do	Oct. 15	June 27, 1860	.....	2,325	6,300	
... do	Oct. 15	Mar. 24, 1860	2	1,935	12,000	
Ind. and Pacific	Sept. 18	May 4, 1859	292	230	1,500	
North Pacific ..	Nov. 3	June 1, 1860	110	1,926	10,000	
Pacific Ocean ..	Oct. 1	Mar. 2, 1861	1,475	50	.....
Atlantic	June 5	Sept. 2, 1857	81	11	.....
North Pacific ..	Nov. 12	Aug. 14, 1860	840	1,475	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
<i>New Bedford, Mass.—Continued.</i>				
Sunbeam	Bark...	360	Samuel H. Cromwell.	J. & W. R. Wing.....
Susan	do	201	Joseph K. Green	Abraham H. Howland ..
Swallow	Ship ...	43'	Herman N. Stewart...	William O. Blackler ...
Thos. Dickason	do	454	Henry D. Plaskett...	Alexander Gibbs.....
Thomas Pope	do	32	Robert P. Roynard...	William Phillips & Son
Valparaiso	Bark ...	40	S. R. Tilton	William Hathaway, jr.
Wave	do	19'	Leonard W. Hill	Thomas Knowles & Co.
William & Eliza	Ship ...	321	Charles A. Crooker...	H. Taber & Co.....
William Rotch	do	200	William M. Ellison...	E. W. Howland.....
William Wirt	do	38'	Abraham Osborn, jr.	E. Maxfield
<i>Dartmouth, Mass.</i>				
Brunswick	Ship ...	29'	Henry P. Butler	Tucker & Cummings ..
Charles & Edward	do	154	William H. Salter...	William Potter, 2d....
Matilda Sears	Bark ...	300	Peleg S. Wing	do
Nye	do	211	Fred. S. Howland.....	Tucker & Cummings ..
<i>Westport Point, Mass.</i>				
Anrora	Bark ...	351	Joseph Marshall	Andrew Hicks.....
D. Franklin	do	171	David S. Russell	Job Davis
Kate Cory	Schooner	130	George L. Manchester	Alex. H. Cory
Solon	Bark ...	12	William Childs	Henry Smith
United States	do	217	Warren Woodward...	A. Hicks.....
<i>Sippican, Mass.</i>				
Admiral Blake	Schooner	120	Jared Blankenship...	Peleg Blankenship....
Altamaha	do	114	— Fisher	Stephen C. Luce
James	do	80	Benjamin B. Handy...	B. B. Handy
<i>Sandwich, Mass.</i>				
Ocean	Bark ...	165	Henry G. Smith	W. F. Lapham
<i>Fairhaven, Mass.</i>				
Alfred	Schooner	180	Lucius L. Butler.....	I. F. Terry
Amazon	Bark ...	31	Robert Eldridge	Nathan Church
Arctic	Ship ...	431	Charles A. Evans	Edmund Allen
E. L. B. Jenney	Bark ...	380	William Marsh	Gibbs & Jenney
Iowa	do	265	Charles C. Mooers	Jenney & Tripp
Martha, 2d	Ship ...	301	Timothy C. Spaulding.	William G. Blackler ...
Samuel Robertson	do	421	Daniel S. Babcock	I. F. Terry
Sharon	do	254	Lillibridge B. King ...	Gibbs & Jenney

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Ind. and Pacific	July 21	Apr. 13, 1860	1,514			Built at Mattapoisett 1856.
Pacific Ocean ..	Nov. 10	.....	.....	.....	.....	Lost at Emeraldas, S. A., June 20, 1857; saved 250 sperm; the sixth vessel lost by A. H. Howland in 8 years.
Indian Ocean ..	Oct. 9	Dec. 22, 1860	600	890	.....	Built at Fairhaven 1856.
North Pacific ..	Nov. 2	June 18, 1860	25	376	4,700	Sent home 1 803 whale, 28,531 pounds bone.
Pacific Ocean ..	June 10	June 10, 1859	1,439	199	.....	Built 1856 at Mattapoisett; sent home 437 sperm, 30 whale.
....do ..	Sept. 16	Apr. 30, 1861	1,202	110	.....	Sent home 300 sperm; one of "stone-fleet" No. 2; sunk 1862.
....do ..	Aug. 15	June 30, 1860	177	10	.....	Sailed July 29; returned August 10, with a defective mainmast.
Indian Ocean ..	July 22	.....	.....	.....	.....	Built in 1805 at New Bedford; sent home 270 sperm; lost on Fortuna Island August 19, 1859; oil (450 sperm) saved.
Atl. and Indian	July 8	May 20, 1860	120	588	4,000	Bought from Fairhaven 1856; sent home 129 sperm, 44 whale, 4,298 pounds bone; withdrawn 1864; after went whaling from Honolulu; lost in Arctic 1871.
North Pacific ..	Sept. 12	Apr. 12, 1860	16	1,787	4,800	Sent home 511 whale, 13,466 pounds bone; sold to New York 1862.
Indian Ocean ..	Oct. 9	Sept. 19, 1859	677	589	.....
Atlantic ..	Oct. 21	May 15, 1858	140	20	.....
Indian Ocean ..	June 17	Aug. 9, 1860	1,051	197	.....	Built 1857 at Dartmouth; sent home 100 sperm, 175 whale, 2,000 pounds bone.
Atlantic ..	May 19	Aug. 22, 1858	12	.....	.....	Sent home 400 sperm; Captain Howland came home sick 1857.
Pacific Ocean ..	Nov. 10	July 12, 1861	1,505	.....	.....	Built at Dartmouth 1856.
Atlantic ..	Nov. 11	Aug. 1, 1859	95	275	.....	Sold to New Bedford 1861.
....do ..	May 20	May 13, 1857	149	36	.....	Built at Westport 1856.
....do ..	June 16	June 20, 1858	140	100	.....	Sent home 27 sperm.
Ind. and Pacific	June 23	.....	.....	.....	.....	Wrecked and abandoned at sea May 1, 1860, with 550 sperm on board; had sent home 175 sperm.
Atlantic ..	May 13	Sept. 14, 1856	100	32	.....
....do ..	May 22	Aug. 31, 1858	193	150	.....	Sent home 99 sperm.
....do ..	May 20	Aug. 31, 1850	193	.....	.....	Bought from New Bedford 1856; took, in all, 220 sperm, worth \$10,000.
Atlantic ..	June 26	July 20, 1857	.....	Clean	.....
Desolat'n Island	Aug. 16	.....	.....	.....	.....	Bought from Boston 1856; formerly of New Bedford; lost on Hurd's Island December 29, 1856; tender to Sam. Robertson.
Indian Ocean ..	Oct. 15	June 7, 1860	10	1,522	7,000	Altered from a ship 1856; sent home 276 sperm, 10,825 pounds bone; one of the "stone-fleet" sunk off Charleston 1861.
Pacific Ocean ..	July 23	.....	.....	.....	.....	Captain Evans was drowned off New Zealand 1857; his successor, ——— Beekman, came home 1858; sent home 2,128 whale, 28,568 pounds bone; withdrawn 1861; sold to New York; lost in Arctic 1876.
....do ..	Nov. 11	.....	.....	.....	.....	Altered from a ship 1856; sent home 800 sperm; condemned at Sydney January, 1863; sold oil (1,100 sperm) there.
....do ..	Oct. 19	Aug. 25, 1850	342	647	.....	Sold to New York 1859.
Indian Ocean ..	May 20	Apr. 1, 1860	1,001	189	.....	Sold 1860.
Desolat'n Island	Aug. 23	Oct. 17, 1858	.....	3,389	.....	John Faustin, third mate, and three men drowned while chasing whales September, 1857; first ship from New Bedford district to Hurd's Island; elephant-oil; withdrawn for freighting 1869; condemned at Pernambuco June, 1863.
Pacific Ocean ..	Nov. 26	Aug. 16, 1861	1,616	Sold to Boston 1861; sent home 501 whale, 21,504 pounds bone; finally condemned at Sydney January 18, 1863.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
<i>Fairhaven, Mass.—Continued.</i>				
South Seaman.....	Ship...	497	Thomas A. Norton...	E. Allen.....
Tahmaroo.....	Ship....	371	Jas. B. Robinson.....	Fish & Robinson.....
<i>Mattapoisett, Mass.</i>				
Amelia.....	Brig....	127	Charles W. Kempton...	L. Meigs & Co.....
Elvira.....	do....	131	Stephen Merrihew.....	do.....
Mary Ann.....	Bark....	214	Joseph R. Taber.....	R. L. Barstow.....
Maroh.....	Brig....	89	Henry Lewis.....	do.....
Palmyra.....	Schooner	100	Benjamin Smith.....	L. Meigs.....
R. L. Barstow.....	Bark....	203	— Devoll.....	R. L. Barstow.....
Sun.....	do....	124	Ephraim Poole.....	do.....
<i>Nantucket, Mass.</i>				
Hero.....	Ship....	313	William Holway.....	G. & M. Starbuck & Co
Homer.....	Brig....	140	James L. Fisher.....	E. G. Kelley.....
Hamilton.....	Schooner	...	David Patterson.....	do.....
Islander.....	Bark....	347	Charles E. Starbuck.....	Matthew Crosby.....
Lexington.....	Ship....	399	James Fisher.....	Edward W. Perry.....
Mary.....	do....	369	John C. Brock.....	do.....
Massachusetts.....	do....	360	Thomas Chatfield.....	Zenas L. Adams.....
Phoenix.....	Bark....	323	J. Hinckley.....	Gardner & McLeave.....
Sea Ranger.....	do....	370	Henry W. Davis.....	Samuel C. Wyer.....
Watchman.....	Schooner	140	Charles W. Hussey.....	J. B. Macy.....
Wm. P. Dolliver.....	do....	86	{ James McGuire..... do..... James Russell..... }	{ do..... do..... do..... }
<i>Edgartown, Mass.</i>				
Champion.....	Ship....	400	— Coffin.....	Benjamin Worth.....
Delaware.....	Schooner	132	James McGuire.....	Henry Pease.....
Ellen.....	Bark....	232	— Slocum.....	Henry Colt.....
Louise Sears.....	do....	180	Edward Mayhew.....	Abraham Osborn.....
Mary.....	Ship....	343	— Jenks.....	do.....
Richard Mitchell.....	do....	326	James Huxford.....	Henry Colt.....
Rose Pool.....	Bark....	285	Alex. P. Fisher.....	Joseph Holley.....
Vineyard.....	do....	381	— Caswell.....	Benjamin Worth.....
Washington.....	Schooner	140	— Blankenship.....	John A. Baylis.....
<i>Holmes's Hole, Mass.</i>				
Helen Augusta.....	Bark....	270	— Worth.....	Thomas Bradley.....
<i>Falmouth, Mass.</i>				
Hobomok.....	Ship....	414	— Marchant.....	Oliver C. Swift.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean ..	Aug. 26	.....	.....	.....	.....	Built at Mattapoisett 1856; sent home 70 sperm, 3,560 whale, and 21,027 pounds bone; lost on French Frigate Shoal March 13, 1859.
North Pacific..	Aug. 5	Feb. 21, 1860	45	1,290	2,600	Took, in all, 275 sperm, 2,300 whale, 17,700 pounds bone; sold to New Bedford 1860; the Tahmaroo was afterward sold at Fayal, 1861.
Atlantic	Dec. 19	June 19, 1858	100	87	.....	Bought from Sandwich 1856; fired into and boarded by English steamer Lex on the coast of Africa, 1857.
....do	July 24	.....	.....	.....	.....	Bought from Boston 1856; condemned at Saint Thomas April 21, 1859.
Indian Ocean ..	Sept. 4	Sept. 24, 1856	676	103	.....	Bought from New Bedford 1856; sent home 27 sperm.
Atlantic	Nov. 13	Sept. 7, 1857	142	6	.....	Bought from Nantucket 1856; sent home 60 sperm.
....do	June 24	Nov. 9, 1857	193	.....	.....
....do	Aug. 19	Aug. 30, 1858	704	115	.....	Sent home 157 sperm.
....do	Apr. 20	Oct. 18, 1857	375	229	.....
Pacific Ocean ..	Oct. 11	July 11, 1860	1,150	250	.....	Built at Fairhaven 1856. Sent home 82 sperm, 628 whale, 12,385 bone; lost on Strong's Island 1859; saved 100 barrels sperm.
Atlantic	Nov. 20	Sept. 9, 1857	77	54	.....
....do	July 21	Aug. —, 1856	.....	40	.....	Sold to New York and fitted for California. Sent home 43,000 pounds bone; sold to San Francisco 1861.
Pacific Ocean ..	Aug. 19	June 9, 1861	800	.....	.....
....do	Sept. 19	.....	.....	.....	.....	Captain Hinckley came home sick; sent home 150 sperm, 1,075 whale; lost on Elbow Island, Ochotak Sea.
....do	Sept. 9	Apr. 29, 1861	1,170	.....	.....
....do	Sept. 28	Oct. 14, 1860	.....	1,540	.....	Built at Mattapoisett 1856; sold to Providence; afterward bought for New Bedford.
North Pacific..	Oct. 19	.....	.....	.....	.....	Obtained 4 barrels of ambergris, which sold for \$10,000.
Pacific Ocean ..	Sept. 16	Oct. 14, 1860	1,715	51	.....	Added 1856.
Atlantic	Sept. 23	Aug. 26, 1858	44	386	1,350	
....do	June 24	Aug. 15, 1856	.....	55	.....
....do	Aug. 20	Aug. 25, 1856	.....	Clean	.....	Bought from Provincetown 1856; lost in a white squall.
....do	Oct. 30	Oct. 20, 1857	21	66	.....
North Pacific..	Oct. 5	Mar. 21, 1860	170	1,140	2,000	Sent home 121 sperm.
Atlantic	Nov. 7	.....	.....	.....	.....	Bought from Plymouth 1856; built 1847 a brig; Captain Mayhew died at Saint Helena April 25, 1857.
Ind. and Pacific	Aug. 14	Nov. 25, 1859	425	515	.....	Sent home 254 sperm, 427 whale, 21,199 bone.
Atl. and Indian	Oct. 30	Aug. 17, 1858	417	302	.....
North Pacific..	Aug. 6	Apr. 3, 1860	23	1,083	4,600	Bought from Nantucket 1856; sent home 4,700 pounds bone; sold to New Bedford for merchant service 1861; sold to Bremen 1863.
Ind. and Pacific	Nov. 19	May 9, 1860	501	2,175	1,900	
Ind. and Pac ..	July 21	July 20, 1860	222	808	.....	Bought from Boston 1856; sent home 102 sperm, 100 whale, 4,528 bone.
North Pacific..	Aug. 6	May 23, 1859	119	1,496	9,500	
Atlantic	Sept. 3	Sept. 9, 1857	90	64	.....	Sent home 165 sperm, 19,500 bone.
Atlantic	June 19	Dec. 6, 1858	71	910	1,200	Sent home 27 sperm.
Pacific Ocean ..	Nov. 21	Mar. 21, 1860	30	1,572	10,500	Sent home 74 sperm, 491 whale, 17,859 bone; sold to New Bedford 1860; sold to New York for merchant service 1863; renamed Live Oak.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
<i>Provincetown, Mass.</i>				
Acorn	Bark	215	— Puffer	Nickerson & Tuck
Allaphany	Schooner	95	— Cook	Daniel C. Cook
Alexander	do	75	— Costa	Johnson & Cook
Antarctic	do	136	— Young	J. E. & G. Bowley
Chanticleer	do	87	— Freeman	Samuel Cook
E. Nickerson	do	132	— Nickerson	Samuel Soper
Eschol	Brig	145	— Tuck	Hannum & Co.
F. Bunchinia	Bark	200	— Burch	Nickerson & Tuck
John Adams	Schooner	99	— Doyle	{ John Adams
J. H. Duvall	Bark	200	— Young	{ J. E. & G. Bowley
Montezuma	Schooner	95	— Chapman	{ T. & S. Hilliard
M. King	do	86	—	{ Johnson & Cook
Olive Clark	do	95	— Martyne	S. Soper
Parker Cook	Bark	130	— Cook	E. & E. K. Cook
Richard	Schooner	92	—	Philip Cook
Rienzi	do	108	— Katon	J. E. & G. Bowley
Union	do	97	—	Jonathan N. Nickerson
V. Doane	do	99	— Cook	H. & S. Cook & Co.
Walter Irvin	do	133	— Holmes	S. Soper
<i>Orleans, Mass.</i>				
Lewis Bruce	Brig	135	—	Heman Smith
Medford	do	108	— Snow	do
Wm. Martin	Schooner	134	— Martin	do
<i>Beverly, Mass.</i>				
Lady Suffolk	Bark	210	— Robertson	F. W. Choate
<i>Fall River, Mass.</i>				
B. Franklin	Bark	164	— Brown	do
<i>Warren, R. I.</i>				
Belle	Bark	288	— Smith	S. P. Child
Benjamin Rush	Ship	385	— Wyatt	do
Bowditch	do	309	— Martin	R. B. Johnson
Brutus	do	470	— Henry	do
Covington	Bark	351	— Newman	Charles T. Child
Hector	do	225	— Johnson	R. B. Johnson
Sea Shell	do	331	— Ware	do
Xanthe	do	325	Charles Barton	do
<i>Newport, R. I.</i>				
William Lee	Bark	311	W. L. Slocum	Josiah S. Munroe
<i>New London, Conn.</i>				
Agate	Brig	187	— Allen	C. A. Williams & Co.
Alert	Bark	396	— Church	E. V. Stoddard
Amaret	Brig	91	— Quail	Perkins & Smith
Atantic	Schooner	130	— Brown	do
Atlas	do	81	— Starr	do
Benj. Morgan	Ship	407	— Sisson	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atl. and Ind ...	July 25	June 12, 1859	595	.....	.....	Added 1856.
Atlantic .....	.....	Aug. 26, 1856	.....	290	.....
North Atlantic	June 10	Aug. 26, 1856	10	136	.....
At.antic	Sept. 12	Sept. 3, 1857	210	.....	.....
North Atlantic	May 12	Aug. 26, 1856	.....	264	.....
Atlantic	Aug. 18	Aug. 4, 1857	65	200	1,800	Sent home 54 sperm.
.....do	Apr. 28	Jan. 1, 1857	130	.....	.....	Bought from Newburyport 1855.
Atl. and Ind ...	Dec. 26	Aug. 30, 1858	95	125	600	Sent home 200 pounds bone.
Atlantic	Apr. 23	Oct. 3, 1856	164	.....	.....
North Atlantic	Nov. 22	Mar. —, 1858	90	.....	.....
Indian Ocean ..	Nov. 27	Apr. 28, 1860	504	683	4,300	Bought from Boston, 1856.
.....do .....	.....	Sept. 5, 1857	7	150	.....
Atlantic	Nov. 12	Dec. 28, 1856	57	.....	.....
.....do	Apr. 28	June 16, 1857	.....	130	.....	Sailed again in 1856, or early in 1857; arrived May 24, 1858, 25 sperm, 200 whale.
.....do	June 6	May 23, 1857	.....	105	.....
.....do	May 28	Oct. 6, 1857	300	60	.....
.....do .....	.....	Oct. 9, 1856	.....	90	.....
North Atlantic	May 12	Apr. 17, 1857	101	52	.....	Sent home 45 sperm.
Atlantic	Apr. 28	Dec. 24, 1856	.....	60	.....
N. Atlantic ... {	May 20	Sept. 6, 1856	131	.....	.....	} Added 1856.
Atlantic	Dec. 27	Aug. 22, 1857	100	120	.....
Atlantic	Nov. 17	Jan. —, 1858	.....	50	.....
Atlantic	June 26	May 23, 1857	55	28	.....
.....do	Aug. 18	Sept. 7, 1857	55	285	2,100	
.....do	Jan. 30	Sept. 28, 1856	.....	192	800	
North Atlantic	Dec. 26	Aug. 24, 1855	223	96	.....
North Atlantic	May 30	Oct. 19, 1857	346	30	.....	Sent home 72 sperm.
Atlantic	Nov. 26	June 19, 1858	151	134	.....	Bought from Beverly 1856.
Pacific Ocean ..	May 21	May 8, 1859	975	.....	.....	Sold to New York 1859.
North Pacific ..	Oct. 28	.....	.....	.....	.....	Sent home 6 sperm, 1,014 whale, 12,344 bone; went into guano trade; sold to Honolulu 1860.
Pacific Ocean ..	Nov. 18	.....	.....	.....	.....	Sent home 32 sperm, 2,523 whale, 20,602 bone; went into guano trade; sold to Honolulu 1860.
North Pacific ..	Sept. 15	Apr. 4, 1860	.....	1,020	13,000	Sent home 23 sperm, 3,039 whale, 50,436 bone; sold to New York 1860; thence to New Bedford same year.
.....do	Aug. 16	May 8, 1860	.....	640	9,000	Sent home 38 sperm, 463 whale, 6,687 bone.
Ind. and Pac ...	June 27	May 22, 1859	420	.....	.....	Sold to Boston 1859; was built at Warren 1842.
Pacific Ocean ..	Oct. 23	Oct. 4, 1860	848	.....	.....	Withdrawn for China trade 1862.
Ind. and Pac ...	Aug. 14	Jan. 11, 1860	1,019	.....	.....	Built at Warren 1856; sold to New York 1860.
Pacific Ocean ..	Sept. 17	May 17, 1860	510	425	.....	Withdrawn 1860; one of "stone fleet," No. 2; sunk 1862.
Arctic Ocean ..	Apr. 6	.....	.....	.....	.....	Added 1856; sent home 1,443 whale, 24,000 bone, 13,000 pounds walrus teeth; sold at Honolulu 1860; broken up 1861.
Desolat'n Island	July 23	May 31, 1858	.....	3,615	500	
Davi's Strait ..	May 21	—, 1857	.....	190	2,200	
Desolat'n Island	July 19	Jan. 12, 1857	2	.....	.....	Added 1856.
.....do	July 31	.....	.....	.....	.....	Lost at Desolation Island 1858.
North Pacific ..	Oct. 23	May 8, 1860	54	904	809	Sent home 30 sperm, 1,450 whale, 17,703 bone; withdrawn, 1860; sold to New York 1861; used for United States store-ship; broken up 1866.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
<i>New London, Conn.—Continued.</i>				
Brooklyn	Ship	30	Roe	Perkins & Smith
Clematis	do	311	Watrous	Williams & Barnes
Corinthian	do	505	Rogers	Perkins & Smith
Columbus	Bark	344	Ward	George Huntley
Dover	Ship	430	Jeffrey	Benjamin Brown's Sons
Dromo	do	306	May	Thomas Fitch, 2d
E. R. Sawyer	Schooner	196	Kimball	E. V. Stoddard
George Henry	Bark	303	Buddington	Perkins & Smith
Hannibal	Ship	441	C. B. Chappell	B. Brown's Sons
Indian Chief	do	401	Huntley	George Huntley
Iris	Bark	245	Bolles	Frink & Prentiss
Isaac Hicks	Ship	495	Norie	Lawrence & Co.
John & Elizabeth	do	296	Eldridge	Williams & Haven
John E. Smith	Schooner	119	Anderson	R. H. Chappell
Julius Cesar	Ship	347	Bartlett	E. V. Stoddard
Marcia	Schooner	128	Fowler	R. H. Chappell
North West	Ship	304	Rogers	Thomas Fitch, 2d
Pacific	Schooner	161	Ward	Lawrence & Co.
Pearl	Bark	195	Jeffrey	Williams & Haven
Peruvian	Ship	38	Chadwick	E. V. Stoddard
Restless	Bark	191	Middleton	Thomas Fitch, 2d
Ripple	do	234	Morgan	E. V. Stoddard
Sea Witch	Schooner	109	Reed	W. A. Reed
Silver Cloud	do	140	Fisher	R. H. Chappell
Tenedos	Bark	245	King	Lawrence & Co.
<i>Stonington, Conn.</i>				
Cincinnati	Ship	457	Williams	Stanton & Pendleton
Newburyport	Bark	341	Crandall	J. E. Smith & Co.
Tybee	do	299	Freeman	do
<i>Greenport, N. Y.</i>				
Oregon	Bark	294	Case	Wells & Carpenter
<i>Mystic, Conn.</i>				
Coriolanus	Ship	268	Nash	Charles Mallory
Leander	Bark	212	Chester	do
Shepherdess	do	274	Watrous	Randall, Smith & Ashbey
<i>Sag Harbor, N. Y.</i>				
Columbia	Bark	285	White	John Budd
Mary Gardner	do	316	Nicoll	W. & H. G. Cooper
Nimrod	do	280	Green	do
Odd Fellow	do	239	Goodale	Thomas Brown
Parana	Brig	209	Royce	do
Susan	Schooner	134	Edwin Smith	J. E. & E. Smith
S. S. Learned	do	116	Taber	H. & S. French
Timor	Ship	280	White	Hunting Cooper
W. F. Safford	Brig	174	Royce	T. Brown

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	Sept. 6	May 5, 1859	Bbls. 264	Bbls. 1,240	Lbs. 6,000	Sent home 11,500 bone; sold to Boston 1859.
do ..	Oct. 8	Aug. 7, 1859	35	2,400	6,000	
Desolat'n Island	July 9	Apr. 10, 1858	.....	3,482	436	Withdrawn for South American trade 1859.
Atlantic & Ind	July 10	.....	.....	.....	.....	Sent home 57 sperm, 523 whale, 5,000 bone; lost in Shanta Bay August 10, 1858.
do ..	July 26	May 7, 1859	45	1,800	700	Sent home 21,280 bone; sold to Boston 1860.
Pacific Ocean ..	Sept. 16	May 27, 1860	106	215	3,400	Added 1856; sent home 70 sperm, 880 whale, 9,084 bone; withdrawn and sold 1860; wrecked at Bliss's Island January, 1862. Bought from Boston 1856.
Desolat'n Island	Aug. 13	Apr. 10, 1858	.....	512	.....
Davis's Strait.	May 21	Sept. 17, 1857	.....	416	.....
Pacific Ocean ..	Nov. 6	Nov. 23, 1859	.....	1,880	24,600	Sent home 356 whale, 6,500 bone.
S. A. & Indian ..	Sept. 29	.....	.....	.....	.....	Stove by ice and lost in Arctic August 23, 1857; third mate and boat's crew lost.
Pacific Ocean ..	Oct. 29	May 5, 1859	535	665	5,500	Sent home 23 sperm, 1,076 bone; sold to Boston 1859.
Desolat'n Island	July 19	June 2, 1858	.....	4,275	600	Withdrawn and sold for merchant-service 1862.
North Pacific ..	July 24	.....	.....	.....	.....	Sent home 38 sperm, 1,770 whale, 12,000 bone; condemned and broken up at Honolulu November, 1858.
Atlantic ..	July 14	Aug. 17, 1857	8	.....	.....
S. A. & Ind ..	Oct. 11	May 28, 1859	311	1,598	5,600	Sold and broken up 1859.
South Atlantic	Aug. 21	.....	.....	.....	.....	Lost at Prince Rupert's Bay December 22, 1856; saved 30 sperm, 12 whale.
S. A. & Indian ..	Oct. 4	.....	.....	.....	.....	Formerly the Bengal; rebuilt and renamed 1856; sold at Mauritius April 6, 1863; sent home 4,000 bone.
Desolat'n Island	July 12	May 12, 1858	.....	991	.....	Added 1856.
Atlantic & Ind	May 27	Dec. 7, 1858	2	499	.....
S. A. & Indian ..	June 4	June 28, 1857	184	186	650	
do ..	June 25	.....	.....	.....	.....	Added 1856; sent home 72 sperm; missing; supposed to be lost with all on board.
South Atlantic	May 13	June 14, 1857	338	240	1,550	
North Atlantic	Apr. 10	Sept. 30, 1856	.....	50	.....	Added 1856; withdrawn 1857.
do ..	Nov. 4	July 19, 1857	.....	130	600	
do ..	Oct. 26	.....	.....	.....	.....	Added 1856; wrecked at sea September 25, 1862.
S. Shetlands ..	Aug. 7	May 12, 1860	22	706	7,000	Sent home 16 sperm, 986 whale, 21,406 bone; one of "stone fleet," No. 1.
Ochotsk ..	Oct. 21	Mar. 26, 1860	.....	600	7,000	Sent home 1,140 whale, 11,880 bone; sold to New York 1860.
do ..	Aug. 22	Apr. 25, 1859	115	2,105	17,000	Sent home 4,800 bone; sold to Boston 1860; one of "stone fleet," No. 2.
do ..	Oct. 20	June 12, 1860	72	628	8,600	Sent home 40 sperm, 1,633 whale, 21,252 bone; sold to New York 1860.
Atlantic ..	Sept. 4	May 7, 1859	257	591	250	Sold to Fairhaven for West India trade 1859.
Indian Ocean ..	Nov. 5	May 28, 1859	244	1,350	1,700	Sent home 13 sperm.
Atlantic & Ind.	May 20	June 22, 1857	.....	916	6,000	
North Pacific ..	Sept. 3	May 9, 1860	250	630	4,000	Sent home 237 sperm, 400 whale; sold to Boston 1860.
Pacific Ocean ..	Apr. 25	May 31, 1858	143	960	5,700	Sent home 100 sperm.
Atlantic & Ind	July 17	May 31, 1859	510	51	.....	Sent home 320 sperm.
S. A. & Indian ..	June 9	Sept. 17, 1858	316	162	1,000	
South Atlantic	Aug. 13	July 6, 1858	233	211	600	
Straits of Lütka	June 9	Sept. 8, 1857	.....	450	4,900	Sent home 320 sperm.
Falk. Islands ..	July 28	June 1, 1857	375	.....	.....	Bought from Harwich 1856.
Sta. of Belleisle	June 24	Apr. 8, 1858	.....	30	100	Added 1856; chartered by United States Government for light-house service 1857.
Pacific Ocean ..	Aug. 13	May 4, 1859	400	4,000	Sent home 142 sperm, 622 whale, 8,022 bone; one of "stone fleet," No. 1.
Spitzbergen ..	May 5	Added 1856; withdrawn 1860.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
<i>San Francisco, Cal.</i>				
Charles Carroll.....	Ship.....	376	— Hunting	Moore & Folger.....
Cynosure.....	Schooner ..	94	— Edwards	Wood & Co.....
Eagle.....	do.....	75	— Claxton	G. B. Post & Co.....
Emeline.....	do.....	75	— Moore.....	Blanchard & Conner.....
Francis.....	Brig.....	114	— Poole.....	G. B. Post & Co.....
Henry.....	Schooner.....	..	— Reynolds.....	J. W. Growley.....
Leverett.....	Brig.....	147	— Brooks.....	W. R. Roberts.....
May Flower.....	Ship.....	350	— Gardner.....	Robert B. Swain & Co.....
S. McFarland.....	Brig.....	142	— Osborne.....	J. G. Wallace.....
<i>Old Spring, N. Y.</i>				
Splendid.....	Ship.....	473	— Pierson.....	S. A. & W. E. Jones.....
1857.				
<i>New Bedford, Mass.</i>				
Abraham Barker.....	Ship.....	400	George W. Slocum.....	Abraham Barker.....
Alto.....	Bark.....	236	Thomas H. Lawrence.....	Richmond & Pierce.....
America.....	Ship.....	418	Charles E. Bryant.....	I. Howland, jr., & Co.....
Cachelot.....	Bark.....	230	William H. Perry.....	Abraham Ashley, 2d.....
Canton Packet.....	Ship.....	274	Charles E. Allen.....	I. H. Bartlett & Sons ..
Chandler Price.....	do.....	441	Crayton P. Holcomb ..	William G. E. Pope.....
Clarice.....	Bark.....	277	Frederick W. Brown.....	Edward C. Jones.....
Congress.....	Ship.....	339	— Hamblin.....	do.....
Cortez.....	do.....	382	E. F. Lakeman.....	Geo. & Matt. Howland.....
Cornelia.....	Bark.....	219	Caleb Spooner.....	L. Kollock & Son.....
Cossack.....	do.....	256	John C. Haskins.....	Charles Hitch & Son.....
Eliza F. Mason.....	Ship.....	582	Richard P. Smith.....	I. Howland, jr., & Co.....
Eliza Adams.....	do.....	403	Reuben T. Thomas.....	E. C. Jones.....
Emerald.....	Bark.....	350	Abraham W. Peirce.....	Henry F. Thomas.....
Emily.....	do.....	333	Presbury N. Luce.....	Charles Almy.....
Endeavour.....	do.....	252	Richard Wilson.....	Abraham Ashley, 2d.....
Euphrates.....	Ship.....	365	William H. Heath.....	Edward W. Howland.....
Fabius.....	do.....	432	George A. Smith.....	C. R. Tucker & Co.....
Franklin.....	do.....	333	Josiah Richmond.....	William P. Howland.....
Franklin, 2d.....	Bark.....	219	John S. Howland.....	William Wilcox.....
Gazelle.....	Ship.....	340	Michael Baker, 3d.....	T. & A. R. Nye.....
George Howland.....	do.....	374	G. P. Pomeroy.....	G. & M. Howland.....
George.....	Bark.....	280	Joseph D. Silva.....	Gideon Allen & Son.....
George and Susan.....	Ship.....	356	Robert Jones.....	G. & M. Howland.....
Gideon Howland.....	do.....	379	James M. Williams.....	I. Howland, jr., & Co.....
Gypsy.....	Bark.....	360	Frederick W. Mantor.....	do.....
Helen Snow.....	do.....	299	Ebenezer F. Nye.....	Cook & Snow.....

sailing from American ports—Continued.

Whaling-ground.	Date.		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
North Pacific ..	Jan. 8	Nov. 8, 1856	Bbls.	Bbls.	Lbs.	Condemned 1857.
Pacific Ocean ..	Mar. 24	Nov. 13, 1856	.....	751	.....
....do	Aug. 30	Apr. 27, 1857	.....	351	.....
....do	Jan. 4	.....	.....	451	.....	No report.
....do	May 26	May 2, 1857	.....	425	.....	Sailed in 1857 and was lost in Magdalena Bay.
....do	Aug. 9	.....	.....	.....	.....	Withdrawn 1857.
....do	July 28	.....	.....	.....	.....
....do	May 28	Sept. 15, 1857	.....	250	.....
....do	June 26	.....	.....	.....	.....	Sent East 600 whale.
North Pacific ..	Sept. 15	Apr. 27, 1860	.....	1,049	31,000	Sold to Boston 1860.
Indian Ocean ..	Aug. 17	Mar. 24, 1861	219	1,792	7,100	Sent home 9,729 bone; sold to New York 1862, for merchant service.
Pacific Ocean ..	June 29	May 2, 1862	492	3	.....	Sent home 642 sperm, 193 whale, 2,400 bone; sold to Fairhaven 1862.
North Pacific ..	Oct. 14	May 2, 1861	.....	1,324	13,200	Carried a steam whaleboat as an experiment, but it was not used; was temporarily in merchant service; one of "stone fleet," No. 2; sunk 1862; sent home 160 sperm, 284 whale, 19,552 bone.
Pacific Ocean ..	Sept. 2	.....	.....	.....	.....	Captain Perry was replaced by Captain Wilson; sold at Valparaiso May 8, 1861.
....do	June 9	May 19, 1861	1,934	.....	.....	Sent home 50 sperm.
North Pacific ..	Sept. 29	May 20, 1862	2	1,831	3,850	Sent home 70 sperm, 321 whale, 17,677 bone; withdrawn 1862.
Pacific Ocean ..	Oct. 10	May 23, 1862	398	17	.....	Sent home 300 sperm, 25 whale.
Indian Ocean ..	Jan. 1	May 31, 1859	479	1,919	12,000	Sent home 30 sperm; burned at Cape Crusade with 300 barrels of oil by the crew, March, 1858.
....do	July 3	.....	.....	.....	.....	Sent home 300 sperm.
....do	July 12	Aug. 26, 1860	636	27	.....	Sent home 2,452 bone; one of the "stone fleet," sunk off Charleston, 1861.
Ind. & Pacific..	Aug. 20	Mar. 23, 1861	79	477	.....	Sent home 87 sperm, 195 whale, 15,858 bone; withdrawn 1861 for merchantman; sold at Hong Kong 1863.
North Pacific..	Oct. 2	Apr. 14, 1861	.....	1,710	8,900	Sent home 1,373 whale, 3 cocoanut, 45,500 bone.
....do	Sept. 30	May 8, 1861	70	1,976	.....	Sent home 144 sperm, 1,349 whale, 33,522 bone; sold to Honolulu 1862; name changed to Kamehameha III.
Ind. & Pacific..	July 15	Aug. 31, 1861	67	2,550	.....	Withdrawn 1861 for merchant service.
Pacific Ocean ..	Oct. 17	May 2, 1861	814	.....	.....	Sailed October 1; returned leaking, 4,500 strokes in 94 hours; sent home 779 sperm, 14,354 bone.
North Pacific..	Oct. 14	May 6, 1860	.....	953	9,600	Sent home 44 sperm, 423 whale, 15,196 bone.
....do	Oct. 15	Apr. 6, 1861	.....	1,707	13,500	Sent home 115 sperm, 703 whale, 15,602 bone.
....do	Aug. 4	Apr. 18, 1862	167	2,304	12,050	Sent home 200 sperm, 300 whale, 2,520 bone; lost at Strong's Island April 12, 1859; saved 70 sperm out of 700.
Ind. & Pacific..	Aug. 18	.....	.....	.....	.....	Sent home 956 sperm; condemned and sold at Valparaiso February 15, 1861.
Pacific Ocean ..	Sept. 29	.....	.....	.....	.....	Bought from Nantucket 1857; sent home 204 sperm.
....do	Aug. 18	June 2, 1862	1,358	5	.....	Sent home 58 sperm, 902 whale, 19,216 bone.
North Pacific..	Oct. 14	July 11, 1861	.....	2,226	.....	Altered from a ship 1857; sent home 58 sperm, 58 whale, 5,530 bone.
....do	Nov. 14	Nov. 22, 1861	375	401	.....	Sent home 21,281 bone.
....do	Sept. 7	Apr. 22, 1861	376	2,070	.....	Sent home 87 sperm, 1,066 whale, 16,000 bone; sold to New York 1862 for merchant service.
....do	Aug. 11	Apr. 8, 1861	110	1,016	2,500	Sent home 437 whale, 7,000 bone.
....do	July 2	June 23, 1861	65	759	1,400	Sent home 370 sperm, 569 whale, 15,848 bone.
....do	Oct. 20	June 13, 1861	386	815	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.				
<i>New Bedford, Mass.—Continued.</i>				
Herald	Ship	274	George H. Cash	E. W. Howland
Hercules	Bark	335	George Athearn	Swift & Perry
Hibernia	Ship	327	William Booker	Jona. Bourne, jr.
Hibernia, 2d	Ship	551	Pardon C. Edwards	I. Howland, jr., & Co. .
Hillman	do	383	Joseph C. Little	Henry Taber & Co.
Hope	do	295	Leonard S. Gifford	Wilcox & Richmond ..
Huntress	Bark	383	William Allen	Cook & Snow
James Arnold	Ship	393	Thomas Sullivan	H. Taber & Co.
Java, 2d	Bark	292	George W. Raynor	William G. Blackler ..
Jireh Swift	do	454	William Earl	Swift & Allen
John A. Parker	do	342	Benjamin Swain	Henry F. Thomas
John Wells	do	366	E. H. Woodbridge	Thomas Knowles & Co. .
Joshua Bragdon	do	270	William Bates, jr.	Charles S. Randall
Junior	Ship	378	Archibald Mellen	David R. Greene & Co. .
Kathleen	Bark	312	John Marble	J. & W. R. Wing
Kensington	Ship	357	Charles F. Stetson	David B. Kempton
Laetitia	Bark	275	Joseph Stowell	F. & G. R. Taber
Lagrange	do	280	Thomas Golding	W. G. Blackler
Levi Starbuck	Ship	376	William Jernegan	E. W. Howland
Lewis	do	308	George F. Neil	Chapman & Bonney ..
L. C. Richmond	do	341	Thomas B. Hathaway	James B. Wood & Co. .
Manuel Ortiz	Bark	351	James S. Hazard	Weston Howland
Majestic	Ship	297	Job Macomber	S. Thomas & Co.
Marcia	do	315	Randall Billings	E. W. Howland
Margaret Scott	Bark	300	Oliver S. Cleaveland	Rodney French
Maria Theresa	Ship	330	Henry J. Coop	T. & A. R. Nye
Mary & Susan	do	409	— Stewart	C. Knowles & Co.
Mary Wilder	do	213	Abner P. Barker	Charles Almy
Metacom	do	360	John F. Hinds	James B. Wood & Co. .
Midas	Bark	396	Joseph R. Tallman	do
Milwood	do	354	Lawrence Gruninger	Gld. Allen & Son
Moctezuma	Ship	436	Joseph Tinker	Simeon N. West
Montreal	do	543	Nathaniel W. Sowle ..	C. R. Tucker & Co.
Morning Star	Bark	305	Henry D. Norton	S. Thomas & Co.
Nimrod	Ship	340	Willis Howes	William Gifford
Ohio	do	383	John Barrett	E. W. Howland

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bb's.</i>	<i>Ibbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	July 15	June 14, 1861	1, 29	x	.....	Sent home 40 sperm; one of the "stone fleet;" sunk off Charleston 1861.
North Pacific ..	Sept. 1	June 8, 1861	186	1, 486	12, 700	Sent home 758 whale, 16,995 bone.
.....do	Oct. 10	May 7, 1862	74	2, 602	.....	Sent home 47 sperm, 284 whale, 1,714 bone; sold and withdrawn.
North Pacific ..	June 18	May 7, 1861	.....	2, 300	.....	Added 1857; sent home 56 sperm, 613 whale, 30,371 pounds bone; withdrawn 1861.
.....do	July 7	July 25, 1861	235	1, 279	2, 350	Sent home 256 sperm, 272 whale, 15,513 bone.
Pacific Ocean ..	Sept. 7	.....	.....	.....	.....	Sold 575 gallons sperm at Talcahuano and 115 barrels sperm at Sydney; sent home 101 sperm, 14 whale; lost on Brampton Shoals October, 1863, with 750 sperm and 200 coccanut.
Indian Ocean ..	Sept. 27	Sept. 13, 1861	684	313	.....	Sailed once and returned with 14 of her crew in irons for mutiny; sent home 363 sperm, 450 whale, 8,300 bone; sold to Boston 1862 for China trade.
Pacific Ocean ..	Aug. 18	Nov. 4, 1861	2, 503	.....	.....	Sent home 98 sperm.
North Pacific ..	Oct. 22	Apr. 12, 1860	145	1, 446	17, 000	Formerly ship; bought from Fairhaven and rigged 1857; sent home 42 sperm.
.....do	July 15	Aug. 15, 1861	61	1, 407	3, 200	Altered from a ship 1857; sent home 460 sperm, 1,031 whale, 23,158 pounds bone.
Pacific Ocean ..	Dec. 2	Aug. 10, 1862	532	23	.....	Sent home 992 sperm; sold to Sydney 1862 for a whaler.
North Pacific ..	Oct. 6	May 10, 1861	.....	1, 017	1, 900	Altered from a ship 1857; sent home 169 sperm, 618 whale; 19,261 pounds bone.
Pacific Ocean ..	Oct. 1	May 8, 1861	920	.....	.....
North Pacific ..	July 21	Aug. 20, 1858	.....	Clean	.....
S. A. and Ind ..	Aug. 25	Apr. 13, 1860	968	430	.....
Indian Ocean ..	Oct. 20	Aug. 27, 1861	255	1, 629	6, 800	Sent home 233 sperm, 8,116 pounds bone; one of the "stone fleet;" sunk off Charleston 1861.
Pacific Ocean ..	June 12	June 26, 1860	684	18	.....	Sent home 580 sperm.
.....do	Aug. 31	.....	.....	.....	.....	Bought from Fairhaven 1857; sent home 708 sperm, 13 whale; condemned at Pernambuco July, 1861.
North Pacific ..	Nov. 3	Sept. 17, 1861	.....	871	2, 750	Sent home 313 sperm, 625 whale, 14,900 bone.
Indian Ocean ..	July 21	Apr. 14, 1861	.....	.....	.....	Sent home 37 sperm, 6,400 pounds bone; one of "stone fleet" No. 1.
North Pacific ..	Oct. 20	July 17, 1861	.....	1, 941	.....	Sent home 33 sperm, 653 whale, 7,788 pounds bone; one of the "stone fleet;" sunk off Charleston 1861.
.....do	Oct. 5	June 10, 1860	110	1, 403	11, 938	Sent home 469 whale, 13,000 pounds bone; sold to New York 1861.
.....do	July 25	May 24, 1861	.....	185	1, 100	Sent home 72 sperm, 840 whale, 7,499 bone; one of "stone fleet" No. 2; sunk 1862.
.....do	Aug. 25	May 16, 1861	.....	1, 626	9, 000	Sent home 252 sperm, 460 whale, 18,123 pounds bone; sold to Boston 1862.
Atl. and Ind ..	Sept. 16	July 4, 1861	175	.....	.....	Sent home 221 sperm, 739 whale, 4,416 pounds bone; condemned as a slaver, and sold to United States for blockading fleet No. 2.
North Pacific ..	Oct. 13	May 26, 1861	65	227	3, 400	Sent home 2,250 pounds bone; one of the "stone fleet;" sunk off Charleston 1861.
.....do	July 15	May 11, 1860	39	1, 862	1, 400	Built at New Bedford 1857; sent home 903 whale, 44,971 pounds bone.
Pacific Ocean ..	June 16	June 18, 1860	953	.....	.....
North Pacific ..	July 16	.....	.....	.....	.....	Sent home 110 sperm, 199 whale, 12,142 pounds bone; lost on Tutuilla, Navigator's Islands, December, 1860; saved and sold 700 barrels oil.
.....do	July 7	Apr. 1, 1860	194	353	4, 000	Altered from a ship 1857; Captain Tallman died at Ayan August 5, 1859; sent home 106 sperm, 192 whale, 4,333 bone.
Indian Ocean ..	Sept. 3	Dec. 14, 1861	600	.....	.....
North Pacific ..	Oct. 9	Apr. 11, 1861	.....	1, 518	14, 500	Sent home 62 sperm, 3,668 pounds bone; sold to New York 1862.
.....do	Nov. 11	May 20, 1862	83	2, 928	17, 000	Sent home 434 whale, 15,154 pounds bone; sold to New York 1862.
Pacific Ocean ..	July 21	June 26, 1862	465	.....	.....	Sent home 630 sperm, 1,800 pounds bone.
North Pacific ..	Sept. 18	July 14, 1861	30	1, 040	.....	Sent home 11 sperm, 576 whale, 25,643 bone.
.....do	Nov. 11	Apr. 8, 1861	145	2, 491	.....	Sent home 75 sperm, 610 whale, 23,463 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.				
<i>New Bedford, Mass.—Continued.</i>				
Oneida	Ship	420	Frederick Vincent ..	Thomas S. Hathaway ..
Orozimbo	do	588	Francis Pease	D. R. Green & Co
Osceola	Bark	158	— Webb	Charles S. Randall
Osceola, 2d	do	197	Joshua T. Chadwick ..	J. & W. R. Wing
Ospray	do	236	James E. Stanton	Swift & Allen
Paulina	do	271	John Steen	do
Peri	do	205	George H. Macomber ..	Rodney French
Pocahontas	Ship	341	John S. Dennis	do
Petrel	do	350	William C. Fuller	John B. Thornton
Richmond	Bark	180	Edward B. Hussey	Cook & Snow
Rob't Morrison	do	307	Benjamin W. Tilton ..	T. Knowles & Co
Robert Edwards	Ship	356	Jarvis Wood	James H. Howland
Roman, 2d	do	350	Abraham Dehart	Abm. Barker
Roussau	do	306	Paul Green	G. & M. Howland
San Francisco	Bark	285	— Perry	William Phillips & Son ..
Scotland	Ship	384	Joshua Weeks, jr	O. & E. W. Seabury
Stafford	Bark	206	Charles B. Hosmer	T. & A. R. Nye
Statira	do	346	Richard G. Luce	William Hathaway, jr ..
Stephanie	Ship	315	Matthew Fisher	Jona. Bourne, jr
St. George	do	402	Josiah C. Pease	Abm. Barker
Superior	Bark	275	Richard D. Wood	James B. Wood & Co
Swift	Ship	321	Francis S. Worth	Thomas S. Hathaway
Thomas Nye	do	461	Richard Holley	T. & A. R. Nye
Triton	Bark	300	John B. Dornin	I. Howland, jr., & Co
Tropic Bird	do	320	Godfrey King	William P. Howland
Uncas	Ship	413	William H. Luce	Abm. H. Howland
Washington	do	344	Josiah Purrington	J. Bourne, jr
William Badger	do	334	William Maxfield	Benjamin B. Howard
William C. Nye	do	389	John M. Soule	C. R. Tucker & Co
William Thompson	do	495	Peter E. Childs	Swift & Perry
Young Hector	do	411	Charles H. Hager	William P. Howland
Young Phenix	do	377	William Shockley	William Phillips & Son ..
<i>Dartmouth, Mass.</i>				
A. R. Tucker	Bark	218	Oren Higgins	Tucker & Cummings
Liverpool	do	306	Joseph C. Smith	do
<i>Westport, Mass.</i>				
Champion	Bark	209	Edward G. Sowle	Andrew Hicks
Gov. Carver	do	180	John A. Beebe	Henry Wilcox

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean ..	Oct. 22	Dec. 7, 1861	1,550	.....	.....	Sent home 708 sperm, 634 whale, 8,876 pounds bone; added 1857, from merchant-service; withdrawn 1862, for merchant-service; captured and burned by the Florida 1863.
North Pacific..	Oct. 30	Apr. 5, 1860	.....	425	3,900	Sailed September 22; returned October 12, leaking 2,000 strokes in 24 hours; James Rogers, 1st mate, and 2 men drowned while fast to a whale by a foul line, 1858; sold and withdrawn 1860.
Atlantic	Apr. 15	.....	.....	.....	.....	Sent home 203 sperm; sold 4,200 gallons whale at Pernambuco; condemned at Pernambuco April, 1859.
.....do	June 23	Nov. 14, 1859	96	965	.....	Sent home 75 sperm.
Pacific Ocean ..	Oct. 10	July 30, 1862	396	.....	.....	Sent home 452 sperm.
.....do	Oct. 1	.....	.....	.....	.....	Sent home 50 sperm, 1,550 whale, 11,106 pounds bone; lost at Lahaina November 14, 1860; had 400 barrels oil, mostly saved.
Atl. and Ind. . .	July 13	Nov. 20, 1859	393	662	2,500	Bought from Holmes' Hole 1857; lost at Cape de Verdes October 22, 1857.
Pacific Ocean ..	Aug. 31	May 20, 1862	1,409	91	.....	Withdrawn 1864; sent home 100 sperm.
Atl. and Ind. . .	Oct. 1	Mar. 24, 1860	156	134	600	Sent home 23 sperm, 161 whale, 18,000 pounds bone; withdrawn 1860, for freighting.
North Pacific..	Aug. —	Apr. 12, 1861	139	1,353	6,300	Sent home 76 sperm, 483 whale, 19,673 bone.
.....do	Nov. 4	May 23, 1862	95	1,231	4,750	Sent home 106 sperm, 135 whale, 8,800 bone.
.....do	Aug. 24	May 15, 1861	76	580	800	Sent home 5,750 pounds bone; withdrawn for merchant-service 1861; sold to the United States for a storeship 1861.
Ocbotak	Sept. 23	June 16, 1862	31	1,760	.....	Sent home 7,170 pounds bone.
Atlantic	May 13	May 17, 1859	370	420	.....	Sent home 75 sperm.
North Pacific..	Aug. 19	May 1, 1860	17	2,151	15,500	Sent home 80 sperm, 685 whale, 16,113 pounds bone; sold to New York 1861.
Atl. and Ind. . .	Oct. 3	Aug. 18, 1860	547	.....	.....	Withdrawn 1861; lost on coast of Ireland January, 1862.
.....do	Oct. 30	Sept. 24, 1860	134	2,203	9,150	Sent home 54 sperm, 9,600 pounds bone.
Indian Ocean ..	July 18	Apr. 24, 1860	462	1,363	450	Sent home 240 whale, 9,525 pounds bone; withdrawn and sold 1861.
North Pacific..	Sept. 22	Mar. 24, 1861	323	1,076	7,400	Burned by natives of Solomon Islands, and all but 6 of the crew massacred, September, 1860; sent home 200 sperm, 628 whale, 3,225 pounds bone.
Pacific Ocean ..	June 24	.....	.....	.....	.....	Sent home 181 sperm.
.....do	June 30	Dec. 9, 1861	1,200	.....	.....	Sent home 196 sperm, 325 whale, 22,816 pounds bone; sold to Boston 1862.
North Pacific..	Oct. 1	Apr. 6, 1861	.....	2,329	8,700	Altered from a ship 1857; sent home 240 sperm, 43 whale, 7,100 pounds bone.
Pacific Ocean ..	July 11	June 27, 1860	939	.....	.....	Sent home 102 sperm.
Atlantic	Apr. 11	Dec. 3, 1859	179	333	.....	Sold for merchant-service 1862.
North Pacific..	Sept. 21	June 17, 1861	175	602	4,500	Sent home 76 sperm, 485 whale, 13,747 bone.
.....do	Aug. 5	Apr. 28, 1861	25	1,572	7,900	Withdrawn for merchant-service 1861; sold to the United States for a storeship 1861.
Indian Ocean ..	Oct. 5	May 7, 1861	451	438	3,250	Sent home 1,650 whale, 28,522 bone; sold to San Francisco 1862, for a whaler; withdrawn 1861, for merchant-service; William C. Nye captured and burned by Shenandoah 1865.
North Pacific..	Oct. 30	Apr. 18, 1861	68	1,106	14,400	Sent home 89 sperm, 30,957 pounds bone.
.....do	Aug. 4	Sept. 6, 1860	251	2,502	.....	Sent home 29 sperm; withdrawn for merchant-service 1861.
Pacific Ocean ..	Sept. 1	July 28, 1861	1,164	9	.....	Took, in all, 1,150 sperm, 2,400 whale, 18,000 pounds bone.
North Pacific..	July 21	Mar. 22, 1860	819	1,636	.....	Sent home 323 sperm.
Indian Ocean ..	Oct. 1	Mar. 31, 1861	456	3	.....	Altered from a ship 1857; bought from New Bedford.
Atl. and Ind. . .	Oct. 10	Oct. 28, 1858	343	
Atlantic	Sept. 21	Aug. 7, 1859	254	7	
Indian Ocean ..	Sept. 9	June 28, 1860	783	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.				
<i>Westport, Mass.—Continued.</i>				
Greyhound	Bark	249	George G. Cathcart ..	Henry Wilcox
Kate Cory	Schooner ..	130	Weston S. Tripp	Alex. H. Cory
Keoka	Bark	250	A. S. Grinnell	C. A. Church
Leonidas	Brig	128	Reacom Borden	do
Mattapoisett	Bark	150	George L. Manchester ..	H. Wilcox
Platina	do	266	David E. Allen	A. Hicks
Thos. Winslow	do	136	Thomas G. Reed	John Hicks
<i>Sippican, Mass.</i>				
Admiral Blake	Schooner ..	190	Jared Blankenship	P. Blankenship
Altamaha	do	119	— Fisher	Stephen C. Luce
Hopeton	Brig	145	Obed Delano	Obed Delano
James	Schooner ..	80	{ Benjamin B. Handy ..	{ Benjamin B. Handy ..
Roswell King	do	134	{ Zenas F. Eldridge ..	{ Peleg Blankenship ..
			Pardon Tripp	
<i>Wareham, Mass.</i>				
G. Washington	Ship	374	Elihu S. Brightman ..	Stephen C. Gibbs
<i>Sandwich, Mass.</i>				
Ocean	Bark	165	Peleg Cornell	W. F. Lapham
<i>Fairhaven, Mass.</i>				
Adeline Gibbs	Ship	351	Sumner Withington ..	Gibbs & Jenney
Arab	do	336	Edwin Grinnell	Ezekiel Sawin
Belle	Bark	320	Roswell Brown	Edmund Allen
Erie	Ship	451	Jared Jernegan, 2d	Nathan Church
Favorite	Bark	292	Henry T. Smith	F. R. Whitwell
Harvest	do	314	John Charry	John Howard
John A. Robb	do	273	Archelaus Baker, jr. ..	L. C. Tripp
Martha	Ship	298	Calvin Manchester	N. Church
Omega	do	305	Jonathan Whalon	do
Oregon	do	393	Charles Tobey	L. C. Tripp
Orisle	Bark	404	Thomas Mickel	Jenney & Tripp
Oxford	Schooner ..	130	— Mayhew	I. F. Terry
Rebecca Sims	Ship	400	William T. Hawes	Jenny & Tripp
Speedwell	do	496	Benjamin F. Gibbs	Stephen C. Gibbs
<i>Mattapoisett, Mass.</i>				
Annapawan	Brig	159	Charles F. Keith	J. Holmes, jr., & Bro ..
Browster	Ship	225	Gray B. White	do
Oscar	Bark	369	Thomas C. Landers	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Pacific Ocean ..	May 8	Oct. 6, 1861	471	2	.....	Sent home 226 sperm.
Atlantic	July 9	Aug. 24, 1858	244	23	.....
....do	Sept. 9	Oct. 16, 1860	474	580	.....	Bought from New Bedford 1857; sold to New Bedford 1861, to go to California. Sent home 230 sperm.
....do	June 18	Aug. 23, 1858	3	3	.....
....do	July 30	July 9, 1859	224	23	.....
Indian Ocean ..	June 9	Apr. 15, 1860	1,115	3	.....	Sent home 180 sperm.
Atlantic	Aug. 10	Sept. 3, 1859	39	9	.....	Sent home 161 sperm, 100 whale; transferred to New Bedford 1860.
Atlantic	May 7	Oct. 24, 1857	135	.....	.....	Sent home 220 sperm.
....do	July 31	Apr. 15, 1857	63	53	.....
....do	June 16	Apr. 16, 1859	206	37	.....	Formerly a schooner; added and altered 1857.
....do	May 18	Sept. 5, 1857	111	15	.....
....do	Oct. 21	Aug. 27, 1858	25	25	.....
....do	May 21	Aug. 2, 1858	210	67	.....	Formerly a coaster; added 1857; sold to Fairhaven 1860.
North Pacific ..	Oct. 1	May 18, 1861	25	904	8,000	Sent home 40 sperm, 169 whale, 5,595 pounds bone; sold to Honolulu 1861.
Atlantic	Sept. 29	June 25, 1859	404	47	.....	Returned once, the crew having mutinied. Sent home 130 sperm.
North Pacific ..	Oct. 1	Mar. 28, 1861	27	517	3,950	Sent 25 sperm, 330 whale, 7,164 bone.
....do	Nov. 3	May 21, 1862	104	1,160	10,000	Sent home 142 sperm, 1,392 whale, 30,295 bone; sold to Boston 1862.
Pacific Ocean ..	Oct. 22	May 20, 1862	1,303	6	.....	Sold to parties in Bridgewater for merchant-service 1862.
North Pacific ..	Aug. 3	Feb. 28, 1861	16	2,992	6,700	Sent home 9 sperm, 27,000 bone; sold to New Bedford 1862; withdrawn.
....do	Nov. 11	Apr. 7, 1861	52	564	.....	Libelled at Mongamul, N. Z., 1860, for a misdemeanor by one of the crew, and voyage ruined.
....do	Aug. 18	July 12, 1861	74	413	3,600	One of the "stone fleet;" sunk off Charleston 1861.
....do	Oct. 21	May 16, 1861	1,516	94	.....	Sold to Sag Harbor 1861.
Pacific Ocean ..	Nov. 14	June 5, 1861	116	1,504	4,900	Daniel Donovan, first mate, knocked overboard by a whale and drowned 1858; sent home 12,576 bone; sold to Boston 1862.
North Pacific ..	Sept. 9	July 19, 1861	150	850	900	Sold to New York for freighting 1861.
....do	Oct. 8	May 25, 1861	236	813	1,200	Sent home 126 sperm, 650 whale, 10,300 bone; sold to Bremen 1862, to be fitted by a branch establishment at Honolulu for whaling.
Indian Ocean ..	July 8	Sept. 11, 1861	1,600	.....	.....	Built at Fairhaven 1857; sold to New Bedford 1862.
Desolat'n Island	July 17	Apr. 11, 1860	.....	580	.....	Bought from New London 1857; built 1849; took place of Alfred as tender to Samuel Robertson; withdrawn 1860.
North Pacific ..	Nov. 17	Apr. 14, 1861	88	1,291	10,700	Bought from New Bedford 1857; sent home 56 sperm, 305 whale, 4,706 bone; one of the "stone fleet;" sunk off Charleston 1861.
....do	Sept. 1	.....	.....	.....	.....	Charles H. Sprague, second mate, killed by a whale November 20, 1857; lost in Scammon's Lagoon, Lower California, February, 1861; the wreck was sold to Honolulu; sent home 215 sperm, 425 whale, 26,793 bone.
Atlantic	Oct. 12	Aug. 4, 1859	376	54	.....	Sent home 87 sperm.
Indian Ocean ..	May 11	Aug. 28, 1860	1,057	.....	.....	Added 1856; sent home 83 sperm.
North Pacific ..	Sept. 29	Mar. 25, 1861	155	1,500	8,000	Sent home 25 sperm, 600 whale, 17,078 bone; sold to New Bedford and withdrawn 1861.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.				
<i>Mattapoissett, Mass.—Continued.</i>				
Union	Bark....	124	David Dexter	R. L. Barstow
Willis	do	164	James King	do
<i>Nantucket, Mass.</i>				
Catawba	Ship	335	Israel Morey	McCleave & Macy
Constitution	do	400	Joseph Winslow	C. G. & H. Coffin
Eliza Jane	Schooner ..	130	William T. Swain	McCleave & Macy
Nautilus	Bark....	220	Edwin M. Hardwick ..	Zonas L. Adams
<i>Edgartown, Mass.</i>				
American	Bark....	339	— Pease	John A. Baylies
E. A. Luce	Schooner ..	132	— Ripley	Joseph Holley
Europa	Ship	400	— Manter	Abraham Osborn
Eureka	Bark....	225	Thomas M. Pease	J. A. Baylies
Ocmulgee	Ship	458	— Greene	A. Osborn
Omega	do	363	— Sanborn	Benjamin Worth
<i>Provincetown, Mass.</i>				
Alloghany	Schooner ..	95	—	Daniel C. Cook
Alexander	do	75	— Nickerson	Johnson & Cook
Chanticleer	do	87	— Dyer	Samuel Cook
Emporium	do	80	—	D. C. Cook
E. Nickerson	do	132	John Pettengill	Samuel Soper
Eschol	Brig	143	— Miller	Robert M. Miller
Estella	Schooner ..	94	— Chapman	J. E. & G. Bowley
Montezuma	do	92	— Chapman	T. & S. Hilliard
N. J. Knights	do	95	—	D. Connell
Oread	do	90	— Banister	E. S. Smith & Co
Panama	Brig	123	—	John Adams
R. E. Cook	Schooner ..	80	— Genn	R. & E. Cook
Richard	do	92	— Young	Philip Cook
Rienzi	do	108	— Milliken	J. E. & G. Bowley
S. R. Soper	do	130	—	Samuel Soper
Thriller	do	95	— Small	S. Small
Union	do	97	—	Jonathan Nickerson
V. Doane	do	99	— Cook	H. & S. Cook & Co
V. H. Hill	do	153	— Freeman	J. E. & G. Bowley
<i>Orleans, Mass.</i>				
Lewis Bruce	Brig	135	— Nickerson	Heman Smith
Rothschild	Bark....	261	— Holman	do
<i>Beverly, Mass.</i>				
Lady Suffolk	Bark....	210	— Robertson	F. W. Choate
N. D. Chase	do	242	— Ryder	do
<i>Salem, Mass.</i>				
Messenger	Ship	216	— Holmes	Benjamin Webb
<i>New London, Conn.</i>				
Amaret	Brig	91	— Quayle	Perkins & Smith
Atlantic	Schooner ..	130	— Rathbone	do
Architect	Bark....	400	— Fish	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbl's.</i>	<i>Bbl's.</i>	<i>Lbs.</i>	
Atlantic	Nov. 4	Sept. 11, 1861	190	8	.....	Sent home 56 sperm; bought from New Bedford 1857.
....do	June 3	Sept. 21, 1858	293	19	.....	Sent home 263 sperm.
South Atlantic.	Sept. 3	Apr. 12, 1859	24	2,827	.....	Sold to New York.
Pacific Ocean ..	Sept. 18	July 1, 1863	1,600	.....	.....	Built at Mystic 1857; sold to New York 1863.
South Atlantic.	Aug. 15	Apr. 9, 1859	.....	550	.....	Added 1857; sold to New Bedford; tender to ship <i>Catawba</i> .
Indian Ocean ..	June 22	.....	.....	.....	.....	Bought from Boston 1857; sent home 80 sperm; lost at Port Dauphin.
Ind. and Pacific	Aug. 4	Apr. 17, 1861	.....	335	4,900	Sent home 36 sperm, 390 whale, 366 bone; one of the "stone fleet;" sunk off Charleston 1861.
Pacific Ocean ..	July 2	.....	.....	.....	.....	Added 1857; sent home 25 sperm, 11 whale; withdrawn 1860.
North Pacific ..	Sept. 17	July 27, 1862	563	1,845	1,900	Sent home 170 sperm, 6,562 bone.
Indian Ocean ..	Oct. 21	May 19, 1861	.....	540	.....	Formerly the <i>Alfred Tyler</i> ; sold to Boston 1861.
North Pacific ..	Nov. 11	Apr. 18, 1861	276	2,622	.....	Bought from Holmes's Hole 1857; sent home 62 sperm, 21,328 bone.
....do	Oct. 14	Apr. 9, 1861	.....	1,658	250	Sent home 1,039 whale, 48,864 bone; bought from Nantucket 1857; sold to Boston for freighting 1862.
North Atlantic.	May 1	Jan. 9, 1858	.....	178	.....
....do	Apr. 29	Sept. 6, 1857	.....	225	.....
....do .....	.....	Sept. 14, 1857	.....	200	.....
....do .....	.....	Aug. 27, 1857	.....	80	.....	Added 1857.
....do .....	.....	.....	.....	.....	.....	A missing vessel; captain had wife and two children with him.
....do	May 5	May 19, 1858	900	140	300	Sold to Beverly 1858.
Atlantic	May 6	Sept. 14, 1857	.....	160	.....	Added 1857.
....do .....	.....	Dec. 2, 1858	50	.....	.....
....do .....	.....	Sept. 6, 1857	.....	180	.....	Do.
North Atlantic.	Dec. 19	Aug. 12, 1858	12	230	.....	Added 1857; built at Essex 1853.
Atlantic	Nov. 17	Nov. 17, 1857	415	.....	.....	Added 1857; sent home 107 sperm.
....do	Feb. 25	Sept. 5, 1857	.....	130	.....	Added 1856.
North Atlantic.	May 6	Aug. 27, 1857	.....	210	.....
Atlantic	June 16	June 16, 1857	.....	90	.....
....do .....	.....	Aug. 28, 1858	156	30	.....
Atlantic	May 23	July 25, 1857	900	130	.....
....do	May 23	June 12, 1859	380	.....	.....	Added 1857.
....do	Dec. 22	July 22, 1858	140	100	.....	Withdrawn 1859.
South Atlantic.	May 23	Sept. 15, 1858	230	120	.....	Added 1857; sent home 98 sperm.
Atlantic	July 6	May 26, 1858	125	.....	.....
....do	Jan. 6	Sept. 16, 1858	46	64	.....
....do	Dec. 23	June 4, 1859	250	.....	.....	Built 1851; sent home 90 sperm.
Indian Ocean ..	June 8	Oct. 13, 1859	140	575	5,500	Built 1848; sent home 280 barrels whale and 3,000 pounds bone.
Atlantic	Apr. 29	Aug. 25, 1859	362	114	.....	Added 1857; sent home 35 sperm.
Davis's Strait..	Sept. 7	Sept. 21, 1858	.....	267	5,700	Frozen into the ice 8 months; took first whale July 1, and by July 22 was full.
Desolation Id.	July 9	July 22, 1858	.....	283	.....	Withdrawn 1859.
North Pacific ..	Aug. 25	Bought from New York 1857; built at Rockland, Me., 1854; sent home 1,552 whale and 17,396 bone; withdrawn 1859.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.				
<i>New London, Conn.—Continued.</i>				
Delta.....	Ship	314	—	—
Delaware.....	do	299	— Kenworthy	Williams & Barnes
Dove.....	Bark	151	— Church	Williams & Haven
Electra.....	Ship	348	— Brown	Williams & Barnes
Franklin.....	Schooner	119	— Holt	Perkins & Smith
Fortune.....	Bark	291	— Comstock	C. A. Williams & Co
Frances Palmer.....	do	303	— Green	do
George and Mary.....	Ship	356	— Walker	Williams & Haven
Georgiana.....	Brig	190	— Buddington	Perkins & Smith
J. E. Comstock.....	Ship	75	— Smith	Thomas Fitch
John E. Smith.....	Schooner	119	— Forsyth	Richard H. Chapell
Lark.....	Bark	388	— Perkins	Perkins & Smith
Laureus.....	Ship	420	— Morgan	do
Mary Powell.....	Schooner	240	— Nash	Lawrence & Co
Merrimac.....	Bark	414	— Rice	C. A. Williams & Co
Montezuma.....	Ship	424	— Homan	Williams & Barnes
N. S. Perkins.....	do	309	— Kiblon	Perkins & Smith
New England.....	Bark	368	— Hempstead	Lawrence & Co
Peruvian.....	Ship	388	— Rose	E. V. Stoddard
Phoenix.....	do	404	— Hempstead	George Hantley
Pioneer.....	Bark	235	— Brown	E. V. Stoddard
Ripple.....	do	234	— Chadwick	do
R. B. Coleman.....	Schooner	115	— Jerome	do
Tempest.....	Bark	330	— Allen	Frink & Prentiss
Zoe.....	do	196	— Rogers	T. Fitch
<i>Fall River, Mass.</i>				
A. Houghton.....	Bark	326	— Robinson	Brown & Durfee
B. Franklin.....	do	164	— Brown	John B. Reed
<i>Warren, R. I.</i>				
Dromo.....	Bark	267	— Cole	C. T. Child
Mary Frances.....	do	311	— Rule	S. P. Child
William Wilson.....	Ship	375	George Taber	Charles T. Child
<i>Stonington, Conn.</i>				
Tekoa.....	Schooner	143	— Anthony	J. E. Smith & Co
<i>Greenport, N. Y.</i>				
Caroline.....	Bark	252	— Pontus	Wells & Carpenter
Roanoke.....	do	252	— Wade	do
<i>Sag Harbor, N. Y.</i>				
Augusta.....	Bark	390	James M. Tabor	W. & G. H. Cooper
Excel.....	do	375	— Winters	Wade & Brown

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Indian & Pac ..	June 30					Sent home 385 whale and 6,425 bone; lost 1857; bought from Greenport same year. Oliver Rogers, third mate, and 2 men killed by a whale; lost on Ballenas Bar, Lower California, 1860; sent home 130 sperm, 2,308 whale, and 24,369 bone.
South Atlantic.	June 13	May 12, 1858	94			
North Pacific ..	June 11	Apr. 30, 1859	2,305	1,500		Sent home 90,427 bone.
Atlantic & Ind.	Oct. 9	Mar. 23, 1859	15			
		June 6, 1861	692	1,400		Fortune sent home 563 whale and 3,356 pounds bone.
North Pacific ..	Mar. 18					Formerly a packet between San Francisco and the Sandwich Islands; fitted from Honolulu; sold to Honolulu 1858; sent home 480 whale and 3,000 bone.
Indian & Pac ..	Oct. 1					Sent home 50 sperm, 1,997 whale, and 6,255 bone; lost in the ice in Ochotak Sea June 9, 1860.
Davis's Strait ..	Apr. 11	Dec. 20, 1857		443	6,501	Added 1857; sold to Warren 1859.
Desolation Isld.	May 30					
North Atlantic	Sept. 1	Sept. 5, 1858		42	800	Sent home 190 whale and 1,360 bone; withdrawn 1858.
Pacific Ocean ..	July 1	Dec. 12, 1860		600		Sent home 1,303 whale and 7,097 bone.
Desolation Isld.	Aug. 4	Aug. 16, 1858		4,196		Elephant-oil.
Indian Ocean ..	June 8	May 17, 1858		1,358		Added 1857.
North Pacific ..	July 20					Added 1857; sent home 22,444 bone; condemned at Honolulu December, 1858.
....do	Sept. 29	Aug. 22, 1861	41	2,346	13,300	Sent home 69 sperm and 23,272 bone; one of "stone fleet" No. 2; sunk 1862.
Ochotak	May 25					Sent home 283 sperm and 217 whale.
North Pacific ..	Sept. 7	Nov. 4, 1861		1,492		Sent home 11,991 bone; one of "stone fleet" No. 2; sunk 1862.
South Atlantic.	Aug. 21	July 12, 1858	71	109	700	
Pacific Ocean ..	Oct. 29	July 10, 1861		1,275		Sent home 990 whale and 5,560 bone; one of the "stone fleet;" sunk off Charleston 1861.
Desolation Isld.	July 9	July 10, 1859		1,496		Sent home 900 elephant.
Indian & Pac ..	Sept. 1					Sent home 297 sperm, 2,474 whale, and 10,046 bone.
Desolation Isld.	June 25					Added 1857; out of the business 1859.
Pacific Ocean ..	May 21	Apr. 11, 1861		765	6,450	Added 1857; sent home 1,491 whale and 13,023 bone.
Desolation Isld.	June 10	Apr. 15, 1859		1,030		Sent home 250 elephant; sold to Honolulu 1859.
Pacific Ocean ..	July 7	May 27, 1861	825			Sent home 648 sperm; sold to Newport 1861 for California trade.
Atlantic	Nov. 7	June 19, 1858	151	134		
North Pacific ..	Nov. 14	Apr. 12, 1861		390		
Indian Ocean ..	Feb. 27	Apr. 4, 1861	265	295		Sent home about 90 sperm and 225 whale; withdrawn 1861.
....do	Oct. 3	Jan. 4, 1861	512	1,432	3,100	Built at Warren 1857; sent home 115 sperm and 1,497 whale and elephant; withdrawn temporarily 1861; sold to New York 1861.
South Atlantic.	Oct. 1	May 23, 1859		260		
North Pacific ..	July 15					Sent home 600 whale and 5,890 bone; condemned at Honolulu September 11, 1859.
Indian & Pac ..	June 12	Feb. 25, 1860	185	375		Sold to Boston 1860.
Pacific Ocean ..	July 24	Jan. 19, 1861	30	286	700	Formerly a brig; packet between Savannah and New York; added and altered 1857; sent home 282 whale and 1,011 bone; sold to Greenport 1861.
South Atlantic.	July 27	May 23, 1859		1,420	10,000	Formerly a brig; added and altered 1857.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.				
<i>Sag Harbor, N. Y.—Continued.</i>				
Jefferson	Ship	435	Hunting	Wade & Brown
Noble	Bark	273	Jennings	W. & G. H. Cooper
Parana	Brig	209	Royce	Wade & Brown
Susan	Schooner	134	Smith	J. E. & E. Smith
Union	Bark	300	Jeremiah Hedges	Wade & Brown
William Tell	Ship	370	Austin	do
<i>Cold Spring, N. Y.</i>				
Monmouth	Bark	273	Ormsby	John H. Jones
<i>San Francisco, Cal.</i>				
Boston	Brig	181	Scammon	Tubbs & Co
Carib	Bark	205	Keynolds	Joseph W. Gawley
Francis	Brig	114	Andrews	J. C. Hewlett
Sarah Warren	Bark		Jared F. Poole	do
<i>Mystic, Conn.</i>				
Cornelia	Ship		Eldridge	
1858.				
<i>New Bedford, Mass.</i>				
Afton	Bark	249	Francis Allen	F. and G. R. Taber
Andrews	do	303	Jeremiah C. Norton	William P. Howland
Balsana	Ship	301	John S. Dorman	James H. Howland
Bart Gosnold	do	356	George H. Clark	I. Howland, jr., & Co
Callao	Bark	324	Fuller	Henry Taber & Co
Cambria	Ship	362	Henry Pease, jr.	James B. Wood & Co
Camilla	Bark	422	Samuel M. Prentice	Swift & Allen
California	Ship	392	Charles West	I. Howland, jr., & Co
Canton	do	280	George White	C. R. Tucker & Co
Cleora	Bark	263	George R. Himes	Charles Hitch & Son
Cleone	do	373	John E. Simmons	Edmund Maxfield
China	do	370	Andrew J. Fuller	
Congress, 2d	Ship	376	Francis E. Stranburg	Gideon Allen & Son
Corinthian	do	401	Valentine Lewis	Geo. & Matt. Howland
Coral	Bark	370	Benjamin H. Sisson	G. Allen & Son
Daniel Webster	Ship	336	Dexter Bellows	S. Thomas & Co
Dartmouth	Bark	336	James H. Haughton	Weston Howland
Dominga	do	230	Thomas I. Lee	do
Draco	do	257	Charles P. Worth	Jonathan Bourne, jr.
Eben Dodge	do	221	William Lewis	B. Franklin Howland
Elisha Dunbar	do	257	James L. Lincoln	W. & G. D. Watkins
Emma C. Jones	Ship	347	Jonathan C. Hawes	Edward C. Jones
Franklin	Bark	273	W. H. Gifford	Isaac M. West
Globe	do	215	Alexander A. Tripp	Allen Lucas
Good Return	Ship	376	Elial T. Fish	H. Taber & Co
Gratitude	Bark	337	William Davis, jr.	Swift & Allen
Harrison	Ship	371	John Dennis	E. Maxfield
Henry Kneeland	do	304	Benjamin Kelley	Benjamin B. Howard
India	do	366	Richard Flanders	B. F. Howland
Ionia	Bark	234	Russell	Cranston Wilcox
J. D. Thompson	do	432	William B. Waterman	James D. Thompson

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
North Pacific ..	Sept. 9	Apr. 15, 1861	158	720	5,000	Sent home 79 sperm, 1,361 whale, and 12,922 bone; broken up 1861.
S. A. & Indian	Nov. 3	June 26, 1859	582	537	4,000	Sent home 200 whale and 600 bone.
Straits of Lütke	Nov. 2	Sept. 20, 1859	60	.....	.....
Falklands ..	Dec. 12	Feb. 25, 1860	65	2-5	.....	Bought from New York 1857; built 1849; sent home 44 sperm, 629 whale, and 3,900 bone.
South Atlantic	Sept. 9	May 8, 1861	.....	460	3,000	
North Pacific ..	Sept. 9	.....	.....	.....	.....	Sent home 126 whale and 1,800 bone; lost on East Cape July 14, 1859.
South Atlantic.	Aug. 22	.....	.....	.....	.....	Sent home 50 sperm and 17,056 bone; sold at Valparaiso 1862.
Coast California	July 1	May 14, 1858	.....	740	.....	Added 1857; no report. Lost in Margarita Bay 1858. Formerly in Oregon trade; added 1857.
Pacific Ocean	May 9	—, 1858	.....	.....	.....
Coast California	June 26	.....	.....	.....	.....
do	Aug. 9	May 23, 1858	.....	235	.....
.....	.....	June 6, 1858	.....	1,092	.....
Pacific Ocean ..	Nov. 15	Aug. 9, 1862	186	2	.....	Sent home 552 sperm; sold to New York 1862.
do	May 20	Sept. 16, 1862	267	.....	.....	Sent home 48 sperm.
do	Oct. 5	July 26, 1863	220	.....	.....	Sent home 525 sperm; sold to Sag Harbor 1863.
North Pacific ..	Sept. 15	May 27, 1862	229	1,111	3,750	Sent home 140 sperm, 7,006 pounds bone.
Pacific Ocean	Aug. 25	July 20, 1862	197	1,333	.....	Sent home 17 sperm, 210 whale, 10,062 bone.
North Pacific ..	Oct. 5	Mar. 25, 1863	515	1,476	650	Sent home 131 whale, 32,450 pounds bone; sold 1862 on foreign account.
do	May 10	May 17, 1862	436	1,660	.....	Built at Fairhaven 1857; sent home 712 sperm, 1,051 whale, 34,901 pounds bone.
do	Aug. 25	June 6, 1862	87	632	3,200	The California was built at New Bedford 1842; sent home 185 sperm, 1,360 whale, 16,081 pounds bone.
Indian Ocean ..	Dec. 1	Aug. 2, 1862	1,630	.....	.....	Captain Hines died at sea, October 31, 1858; sent home 45 sperm.
Indian and Pac.	June 23	.....	.....	.....	.....
North Pacific ..	Oct. 5	Aug. 4, 1862	.....	1,904	.....	Sent home 362 whale, 19,663 pounds bone.
North Pacific ..	Aug. 5	Aug. 2, 1862	130	1,137	7,000	Altered from a ship 1858; no report.
do	Oct. 5	June 7, 1862	239	2,376	19,200	Sent home 35 sperm, 12,081 pounds bone.
do	Oct. 19	Mar. 12, 1863	.....	2,100	.....	Altered from a ship 1858; sent home 94 whale, 21,500 pounds bone.
Cum Inlet ..	June 11	Nov. 23, 1859	50	1,316	18,000	Bought from Nantucket 1857.
Pacific Ocean	Dec. 1	.....	.....	.....	.....	Condemned and sold at Tahiti, March, 1863.
do	Oct. 19	.....	.....	.....	.....	Sent home 425 sperm; condemned at Pa- ita, January 1, 1862; repaired at Pa- ita.
Indian Ocean ..	Apr. 22	Apr. 24, 1862	925	534	3,600	Sent home 517 sperm.
Pacific Ocean	Nov. 2	Sept. 20, 1861	275	.....	.....
Indian Ocean	Aug. 10	May 17, 1862	715	.....	.....	Sent home 70 sperm.
Atlantic and Pac.	Aug. 10	Aug. 28, 1860	120	1,100	2,200	Sold to New York 1862.
Pacific Ocean	May 31	June 23, 1861	1,285	.....	.....
Atlantic ..	Aug. 11	May 8, 1861	954	177	.....	Sent home 18 sperm, 1,800 pounds bone; sold out of the service 1862.
North Pacific ..	Oct. 5	Apr. 23, 1862	.....	1,381	9,700	
do	Aug. 25	Apr. 22, 1862	213	1,946	13,800	Sent home 289 sperm, 500 whale, 16,278 bone.
Atlantic and Ind	May 17	.....	.....	.....	.....	Sent home 154 sperm, 894 whale, 5,200 bone; sold at Honolulu 1861.
Indian and Pac	June 0	May 29, 1862	107	1,732	14,50	Sent home 18 sperm, 1,081 whale, 15,388 bone.
Indian Ocean ..	Aug. 25	Nov. 4, 1861	310	655	4,500	One of "stone fleet," No. 2; sunk 1861.
Pacific Ocean ..	May 4	Nov. 4, 1861	299	618	4,750	Sent home 170 sperm.
North Pacific ..	Aug. 31	Aug. 31, 1861	247	1,500	8,10	Captain Waterman died August 25, 1859; sent home 7,600 pounds bone; sold to New London 1863.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1858.				
<i>New Bedford, Mass.—Continued.</i>				
Janns	Ship ...	331	John C. Smith	T. & A. R. Nye
Jeannette	do	340	Hudson Winslow	Isaac B. Richmond
John Howland	do	377	Alexander Whelden	James H. Howland
John P. West	Bark	420	Daniel Tinker, jr.	Simeon N. West
Joseph Grinnell	Bark	46	William W. Thomas	William G. Blackler ...
Joseph Meigs	Ship ...	356	Leonard S. Mitchell	Abraham H. Howland .
Julian	do	356	Samuel P. Winegar	William Hathaway, jr .
Junior	do	378	Lafayette Rowley	David R. Greene & Co ..
Lancaster	do	383	Thomas N. Russell	T. & A. R. Nye
Leonidas	Bark	231	Albert J. Aldrich	Russell Maxfield
Louisiana	Ship ...	297	John A. Kelley	T. & A. R. Nye
Magnolia	do	396	Severino D. Pierce	William G. E. Pope
Marcella	Bark	210	Benjamin Ellis	C. R. Tucker & Co
Martha	do	271	John P. Cornell	Swift & Allen
Martha, 2d	do	360	Barnard H. Daily	William O. Brownell
Mary Ann	do	214	— Macy	Robert B. Greene
Minerva Smyth	Ship ...	335	Abner Smith	I. Howland, jr., & Co
Montezuma	Bark	196	Shubael S. Spooner	J. & W. R. Wing
Montgomery	do	248	Reuben N. Crapo	Swift & Allen
Mt. Wollaston	Ship ...	325	John A. Coffin	Wood & Nye
Napoleon	do	360	Thomas Dallman	Charles Almy
Ohio	Bark	237	David Baker	Louise Snow
Oliver Crocker	Ship ...	352	David Cochran	J. B. Wood & Co
Ontario	Bark	489	Josiah Foster	W. O. Brownell
Onward	Ship ...	461	William H. Allen	Edward W. Brownell
Orray Taft	Bark	176	Micajah C. Fisher	Allen Lucas
Othello	Ship ...	424	Charles B. Killmer	T. & A. R. Nye
Pacific, 2d	Bark	314	William Cleaveland	William H. Reynard
Pioneer	do	231	Henry P. Barker	J. D. Thompson
Plover	Ship ...	330	Augustus N. Perkins	W. & G. D. Watkins
Roscius	Bark	300	Frederick S. Howland	William P. Howland
Sea Gull	Ship ...	455	Charles Nichols	John R. Thornton
Tamerlane	Bark	357	Joshua B. Winslow	Thomas Knowles & Co ..
Two Brothers	do	288	Joshua B. Davis	Wood & Nye
Twilight	Ship ...	386	Sylvester Hathaway	William Phillips & Son ..
Wm. Gifford	Bark	390	Nehemiah P. Baker	William Gifford
<i>Fairhaven, Mass.</i>				
Arab	Bark	276	William Washburn	I. F. Terry
Atkins Adams	do	330	William Wilson	William G. Blackler

HISTORY OF THE AMERICAN WHALE FISHERY.

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sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
North Pacific ..	Oct. 9	May 20, 1862	28	1,341	8,600	Sent home 14,200 pounds bone; sold to New York 1862.
....do	Oct. 7	Aug. 8, 1862	134	1,762	2,100	
....do	Oct. 12	Sept. 6, 1863	.....	2,200	.....
....do	May 24	May 20, 1863	20	1,500	2,000	Captain Whelden came home sick April, 1863; Benjamin F. Pierce, first mate, killed by a whale February 23, 1863; sent home 3,534 whale, 64,465 bone.
Pacific Ocean ..	June 24	May 20, 1863	1,050	.....	.....	Built at New Bedford 1857; John Lynch, second mate, died at Honolulu, January 12, 1862; sent home 68 sperm, 1,857 whale, 32,141 pounds bone.
....do	June 16	Sept. 6, 1861	372	.....	.....	Built at Fairhaven 1856; sent home 216 sperm.
North Pacific ..	Sept. 30	June 13, 1862	36	921	12,800	Sold to New York 1862.
....do	Oct. 7	Oct. 21, 1862	490	681	.....	Sent home 50 sperm, 2,400 pounds bone; sold to New York 1863.
....do	Oct. 26	.....	.....	.....	.....	Sent home 157 sperm, 6,166 pounds bone; sold to New York 1862.
Atlantic	Sept. 15	Apr. 25, 1861	75	370	.....	Sent home 264 sperm, 600 whale, 6,932 bone; condemned at Saint Thomas 1861.
Pacific Ocean ..	Aug. 3	Oct. 11, 1863	900	.....	.....	Altered from a ship 1858; sent home 156 sperm; one of the "stone fleet;" sunk off Charleston 1861.
North Pacific ..	July 27	.....	.....	.....	.....	Sent home 500 sperm.
Indian Ocean ..	Aug. 17	July 27, 1861	575	.....	.....	Condemned at Sydney 1862; sold oil (230 sperm, 2,400 whale) at Sydney; sent home 100 sperm, 31,675 pounds bone.
Pacific Ocean ..	Sept. 14	July 18, 1863	.....	900	.....	Sent home 47 sperm, 1,419 whale, 5,700 bone.
North Pacific ..	July 13	July 13, 1862	100	1,522	9,900	
Pacific Ocean ..	Dec. 13	Oct. 26, 1862	731	.....	.....	Sent home 172 sperm, 199 whale, 24,179 pounds bone.
Atl'ic and Ind ..	Nov. 24	Apr. 22, 1862	582	736	3,300	Sold to New York 1863.
....do	Oct. 19	.....	.....	.....	.....	Sold to Boston 1863 for merchant-service; sent home 234 whale, 2,000 pounds bone.
Pacific Ocean ..	July 20	Oct. 17, 1862	384	.....	.....	Missing; last seen off Gulf Stream in a gale 1850.
....do	June 2	Sept. 18, 1862	1,307	39	.....	Sent home 734 sperm, 86 whale; sold to New York 1862.
....do	Dec. 24	July 6, 1862	1,371	26	.....	Sent home 37 sperm.
....do	Oct. 4	Aug. 20, 1862	1,116	36	.....	Sent home 93 sperm, 1,399 whale, 17,086 pounds bone.
North Pacific ..	Oct. 26	Feb. 28, 1863	300	1,200	1,200	
....do	Oct. 26	July 23, 1862	32	1,717	.....	Altered from a ship 1858; sent home 347 whale, 7,844 pounds bone.
....do	Oct. 5	July 5, 1862	175	1,854	.....	Took on voyage 170 sperm, 6,350 whale, 63,000 pounds bone.
Atlantic	Sept. 1	Oct. 11, 1863	.....	600	9,000	Sent home 449 sperm.
North Pacific ..	Aug. 17	Mar. 12, 1863	60	1,500	2,600	Built at Fairhaven 1855; sent home 56 sperm, 1,812 whale, 11,172 pounds bone; sold to Boston for China trade 1860.
Pacific Ocean ..	Oct. 5	May 10, 1863	800	.....	.....	Bought from Fairhaven 1858.
Indian and Pac ..	Aug. 10	July 31, 1861	140	160	1,500	Sent home 44 sperm.
Indian Ocean ..	June 22	June 8, 1862	919	1	.....
Atlantic	Sept. 10	Aug. 2, 1861	1,069	746	1,500	Altered from a ship 1858; sent home 450 pounds bone.
Pacific Ocean ..	May 28	May 21, 1863	1,750	.....	.....	Sent home 36 sperm; sold to Boston 1864, for merchant-service.
North Pacific ..	Oct. 23	July 20, 1862	113	1,547	10,900	Altered from a ship 1856; sent home 222 sperm, 594 whale, 11,185 pounds bone.
Pacific Ocean ..	Nov. 3	June 30, 1863	1,039	.....	.....	Altered from a ship 1853; sent home 473 sperm; sold and withdrawn 1864.
....do	Oct. 12	.....	.....	.....	.....	Lost at island of Hivaoo June 1, 1859; had trouble with the natives, but were protected by a missionary residing there.
North Pacific ..	Aug. 31	Feb. 28, 1863	300	1,000	1,200	Built at Dartmouth 1858; sent home 329 sperm, 11,230 pounds bone.
Atl. and Ind ..	Sept. 14	Apr. 23, 1860	.....	2,000	1,000	Had schooner Oxford for a tender.
Pacific Ocean ..	Oct. 8	June 16, 1863	6	Altered from a ship 1858; sold to New York 1863; sent home 275 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1858.				
<i>Fairhaven, Mass.—Continued.</i>				
Florida.....	Ship...	523	Thomas W. Williams	Fish, Robinson & Co....
General Scott	Bark....	360	James R. Hunting...	Nathan Church
Mary Ann.....	Ship....	335	Lemuel M. Potter...	L. C. Tripp.....
South Boston.....	do.....	330	Edward F. Randolph..	Ezekiel Sawin
Zone	Bark....	365	James G. Fraser	Jenney & Tripp
<i>Mattapoisett, Mass.</i>				
Amelia.....	Brig....	197	Charles W. Kempton..	Loring Meigs & Co
Clara Bell	Bark....	285	Timothy H. Fisher...	R. L. Barstow
Elvira.....	Brig....	131	Shubael P. Edwards..	L. Meigs & Co
Mary Ann.....	Bark....	214	Thomas H. Macy.....	R. L. Barstow
Massasoit	do.....	235	Thomas Percival.....	L. Meigs & Co
March.....	Brig....	89	Henry Lewis	R. L. Barstow
Palmyra	Schooner	100	Benjamin Smith	L. Meigs & Co
Sarah.....	Bark....	179	Job P. Rounseville...	Atsatt & Startevant
Sun	do.....	184	Daniel Flanders	R. L. Barstow
<i>Holmes' Hole, Mass.</i>				
Pavilion	Brig....	150	— Adams.....	Thomas Bradley
<i>Sippican, Mass.</i>				
Admiral Blake	Schooner	120	Jared Blankenship...	Peleg Blankenship
Retrieve.....	do.....	100	William C. Hathaway	Benjamin B. Handy
<i>Beverly, Mass.</i>				
Eschol	Brig....	143	Foster Brown.....	F. W. Choate.....
<i>Dartmouth, Mass.</i>				
Cape Horn Pigeon	Ship....	300	Reuben G. Weeks....	William Potter, 2d
Charles and Edward.....	do.....	150	Frederick P. Cornell..	do
Live:pool	do.....	306	Charles D. Davenport	Tucker & Cummings
Nye	Bark....	211	William Childs	do
<i>Westport, Mass.</i>				
Elizabeth	Bark....	270	Hiram Francis.....	Andrew Hicks.....
George and Mary.....	do.....	165	Allen W. Pierce	Reacom Macomber
Kate Cory	Brig....	133	Weston S. Tripp	Alexander H. Cory
Leonidas	do.....	124	Samuel B. Devoll	C. A. Church.....
Sacramento	Bark....	218	Thaddeus DeFries..	A. H. Cory
Sea Fox	do.....	246	Peleg W. Gifford	A. Hicks.....
Sea Queen	do.....	261	Thomas Burdett.....	do
Solon.....	do.....	129	Joseph E. Smith	Henry Smith.....
<i>Fall River, Mass.</i>				
B. Franklin	Bark....	164	George E. Brown.....	John B. Reed
<i>Edgartown, Mass.</i>				
Almira.....	Ship....	372	— Smith.....	Abraham Osborn.....
Navigator	do.....	350	Jared Fisher, jr.....	John A. Baylies.....
Splendid	do.....	395	Shubael Norton.....	A. Osborn.....
Washington	Schooner	140	— Fisher	William H. Munro.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
North Pacific ..	Sept. 7					Sold at San Francisco 1861; oil and bone shipped home.
.....do	Oct. 20	May 20, 1862	87	1,500	2,600	Sold 1862 to Boston; sent home 103 sperm, 9,158 bone.
Pacific Ocean ..	Nov. 27	June 29, 1863	1,350			Sold to Quebec 1864.
North Pacific ..	Oct. 8					Asa Hoxie, first mate, drowned while fast to a whale in March, 1862; sent home 1,500 whale, 6,843 pounds bone; condemned at Honolulu 1862.
Pacific Ocean ..	Aug. 19	June 27, 1862	807	136		Captain Frazer died June, 1861; sent home 311 sperm, 700 pounds bone; sold to New York 1862.
Atlantic	July 20	Sept. 27, 1859	120	60		Sent home 142 sperm.
Pacific Ocean ..	June 24	Oct. 9, 1864	509			Boat's crew lost while fast to a whale December, 1863; sent home 950 sperm on voyage; sold for merchant-service 1864.
Atlantic	May 15					Sent home 31 sperm; condemned 1859 at Saint Thomas.
Pacific Ocean ..	Dec. 16	June 29, 1863	1,350			Sent home 300 sperm.
Atlantic	May 22	Jan. 29, 1862	6	770		Sent home 103 sperm, 328 whale, 4,200 lbs. bone; sold to Boston 1862.
.....do	May 26	June 11, 1859	99	4		Sent home 362 sperm.
.....do	Apr. 1	Oct. 2, 1860	96	2		Sold to New Bedford 1861; sent home 80 sperm.
.....do	Sept. 28	Sept. 12, 1860	260	25		Sent home 35 sperm.
.....do	Oct. 6	July 30, 1860	306	22		Sent home 150 sperm; sold to New Bedford 1860.
Atlantic	July 9	Aug. 7, 1860	302	54		Sent home 42 sperm; sold to Fairhaven in 1860.
Atlantic	Apr. 29	July 13, 1859	34	44		Sent home 81 sperm.
.....do	May 13	Aug. 23, 1858	146	5		Bought from Gloucester 1858.
.....do	Nov. 11	June 1, 1859	150	430		Bought from Provincetown 1858.
Pacific Ocean ..	Oct. 5	June 26, 1862	344	27		Sent home 183 sperm.
Atlantic	June 17	Aug. 7, 1860	196	54		
.....do	Nov. 23					Sent home 90 sperm; sold to New York 1860.
.....do	Sept. 28	Aug. 17, 1860	507	543	2,434	Sold to New Bedford 1860.
Atlantic	May 16	Sept. 22, 1860	874			Sent home 300 sperm; sold to New Bedford 1860.
.....do	May 4	Nov. 14, 1862	225			Sent home 110 sperm, 9 000 pounds bone.
.....do	Dec. 9	Aug. 20, 1860	151	2		Altered from a schooner 1858.
.....do	Nov. 9	Aug. 13, 1860	151	6		Sent home 71 sperm.
Pacific Ocean ..	May 27	June 16, 1863	680			Sent home 461 sperm; sold to Dartmouth 1864, thence to New York.
Indian Ocean ..	Aug. 2	Sept. 9, 1861	840			Sent home 87 sperm.
Pacific Ocean ..	Oct. 21	Aug. 8, 1862	810			Sailed September 17; returned October 9 damaged by a gale.
Atlantic	July 29	Mar. 27, 1860	262	18		Sold to New Bedford 1860.
Atlantic	Nov. 18	Sept. 24, 1860	367	50		
Indian Ocean ..	Aug. 23	May 25, 1861	1,021	354		Sent home 114 sperm.
Ind. and Pac ..	Oct. 23	July 27, 1862	317	47		Sent home 265 sperm; sold to Boston 1862.
.....do	Dec. 13	May 5, 1862	1,530	262		Sailed earlier in the season; put into Norfolk, Va., November 1, dismasted.
Atlantic	May 19	Aug. 11, 1859	170	37		Sent home 46 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1858.				
<i>Warren, R. I.</i>				
Dolphin	Bark	325	— Norie	R. B. Johnson
<i>Nantucket, Mass.</i>				
Atlantic	Ship	391	Zenas M. Coleman	Zenas L. Adams
Edward Carey	do	353	Francis M. Gardner	G. & M. Starbuck & Co. ..
Homer	Brig	140	George Haggerty	McCleave & Macy
Key West	Schooner .....	...	James McGuire .....	...
Spartan	Ship	333	Obed R. Bunker	Gardner & Chase
Watchman*	Schooner	140	Charles W. Hussey	J. B. Macy
<i>Provincetown, Mass.</i>				
Alleghany	Schooner	87	— Young	Daniel C. Cook
Alexander	do	75	— Dunham	Johnson & Cook
Antarctic	do	138	— Young	J. E. & G. Bowley
Chanticleer	do	87	—	Samuel Cook
Emporium	do	8	— Cook	D. C. Cook
Estella	do	94	— Chapman	J. E. & G. Bowley
John Adams	do	99	— Cook	John Adams
Metropolis	do .....	...	— Graham .....	...
N. J. Knights	do	95	— Sparks	D. Connell
Olive Clark	do	95	—	Samuel Soper
Oneco	Ship .....	...	— Harwich .....	...
Oread	do	90	— Farwell	E. S. Smith & Co.
Panama	Brig	125	— Rich	J. Adams
Richard	Schooner	92	— Holmes	Philip Cook
R. E. Cook	do	80	— Cornell	R. & E. Cook
S. R. Soper	do	130	—	Samuel Soper
Spartan	Bark	188	— Cook	Stephen Nickerson
V. H. Hill	Schooner	155	— Cornell	J. E. & G. Bowley
Walter Irvin	do	133	— Small	S. Soper
W. Holmes	do .....	...	— Holmes .....	...
<i>Orleans, Mass.</i>				
Medford	Brig	108	— Snow	Calvin Snow
<i>New London, Conn.</i>				
Alert	Bark	398	— Parsons	E. V. Stoddard
Catharine	Ship	384	— Hempstead	Thomas Fitch
E. R. Sawyer	Schooner	128	— Whipple	E. V. Stoddard
Gen. Williams	Ship	446	S. W. Fisk	Williams & Barnes
Georgiana	Brig	190	— Buddington	Williams & Haven
Isaac Hicks	Ship	493	— Bolles	Lawrence & Co.
Mary Powell	Schooner	240	— Nash	do
North America	Bark	388	— Morgan	Williams & Haven
Nile	Ship	322	George Destin	do
Pacific	Schooner	161	— Smith	Lawrence & Co.
Peruvian	Ship	388	— Long	E. V. Stoddard
Philip let	Bark	293	— Hempstead	George Huntley
Silver Cloud	Schooner	140	— Billings	Richard H. Chapell
Vesper	Ship	321	— Bailey	Williams & Barnes
<i>Mystic, Conn.</i>				
Cornelia	Schooner	197	— Buddington	Charles Malory

* Four other schooners sailed, but returned clean.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Hurd's Island..	Sept. 30	.....	.....	.....	.....	Built at Warren 1850; lost on coast of Patagonia 1859.
Pacific Ocean ..	Aug. 2	Aug. 23, 1859	1,316	.....	.....	Sold to New York.
.....do	Oct. 20	.....	.....	.....	.....	Sold in San Francisco; fitted for a whaler from there, and was captured and burned by the Shenandoah; sent home 1,500 bone.
South Atlantic	July 6	Oct. 4, 1859	.....	395	.....	Sold to Fairhaven.
Nant. Shoals ..	July 7	July 25, 1858	.....	14	.....
Pacific Ocean ..	Oct. 19	Aug. 23, 1863	643	557	.....	Sold to New Bedford.
Atlantic .....	.....	.....	.....	563	.....
North Atlantic	Apr. 10	Sept. 10, 1858	.....	147	.....
.....do	Apr. 23	Aug. 27, 1858	12	175	.....
.....do	Apr. 19	Aug. 16, 1859	30	100	.....	Sent home 30 sperm.
		Sept. 20, 1858	.....	214	.....
North Atlantic	May 3	Oct. 2, 1858	.....	122	.....
.....do	Apr. 19	Aug. 24, 1858	12	90	.....
.....do	Apr. 15	Apr. —, 1859	89	.....	.....	No report.
.....do	Apr. 23	.....	.....	.....	.....
.....do	May 4	Sept. 10, 1858	.....	218	.....	Sailed again September 30; Soper, master; no report; withdrawn 1858.
		Sept. 14, 1858	.....	140	.....
North Atlantic	May 5	.....	.....	.....	.....	No report.
.....do	Nov. 7	June 23, 1859	2-5	.....	.....	Sent home 100 sperm.
.....do	Apr. 8	July 25, 1859	185	.....	.....	Sent home 69 sperm.
.....do	Apr. 29	Sept. 7, 1858	.....	196	.....
Atlantic .....	.....	Aug. 6, 1858	115	100	.....
.....do	Jan. 8	Dec. —, 1858	115	30	.....
South Atlantic	June 4	July 11, 1860	441	94	.....	Sent home 76 sperm.
Atlantic	Nov. 6	Oct. 12, 1859	240	150	.....
.....do	Jan. 9	Oct. 4, 1858	1-9	104	.....
North Atlantic	Apr. 23	.....	.....	.....	.....	No report; withdrawn 1859.
.....do	Mar. 3	July 16, 1859	25	224	.....	Sent home 119 sperm; sold 1860.
Hurd's Island..	June 29	May 14, 1860	.....	3,537	2,900	
Indian Ocean ..	Nov. 24	.....	.....	.....	.....	Sailed October 19; returned November 2, dismasted; sent home 3,916 whale, 13,700 bone; captured and burned by the Shenandoah in Behring's Straits, June, 1865.
Hurd's Island..	June 10	May 16, 1860	.....	385	.....
North Pacific ..	Oct. 5	July 12, 1861	.....	3,945	16,700	Sent home 63 sperm, 12,265 bone.
Davis Straits ..	June 1	Dec. 2, 1859	.....	847	15,000	Sailed for \$9,000; cargo worth \$21,000.
Hurd's Island..	July 20	Apr. 30, 1861	.....	4,000	2,900	
.....do	June 28	.....	.....	.....	.....	Lost at Hurd's Island October 21, 1859, with 400 barrels of oil; had landed 1,000 barrels; built at Belleville, N. J., 1848.
Indian Ocean ..	Sept. 20	.....	.....	.....	.....	Condemned and sold at Hobart Town April, 1861.
North Pacific ..	May 4	Apr. —, 1860	.....	500	.....	Sent home 98 sperm, 4,406 whale, 42,671 bone; the longest whaling voyage on record; had 11 different captains; was captured by the Shenandoah in 1865 and bonded for \$45,000.
Hurd's Island..	July 7	Apr. 16, 1861	.....	651	.....
North Pacific ..	Aug. 12	Sept. 16, 1859	52	223	1,300	Broken up 1859.
.....do	Sept. 8	.....	.....	.....	.....	Bought from Greenport 1858; sold to Honolulu 1861.
Desolation Isl'd	June 10	Nov. 17, 1859	14	511	.....
North Pacific ..	Aug. 10	.....	.....	.....	.....	Sent home 42 sperm, 800 whale; condemned and sold at Honolulu April 1, 1861.
Hurd's Island..	July 14	May 12, 1860	.....	1,317	600	Sent home 400 elephant-oil.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1858.				
<i>Mystic, Conn.—Continued.</i>				
Frank	Schooner	200	Chester	Charles Mallory
Leander	Bark	213	Chester	do
Robin Hood	Ship	395	McGinley	do
Romulus	do	365	Turner	do
<i>New Haven, Conn.</i>				
Ocean	Ship	567	W. W. Clark	Amos F. Barnes
<i>Sag Harbor, N. Y.</i>				
Nimrod	Bark	280	Green	W. & G. H. Cooper
Odd Fellow	do	239	Rose	Wade & Brown
S. S. Learned	Schooner	116	Goodbee	H. & S. French
<i>San Francisco, Cal.</i>				
Carib	Bark	205	Reynolds	Jos. W. Gawley
Ocean Bird	Ship	...	Scammons .....	...
Sarah Warren	Bark	...	Poole	J. C. Hewlett
1859.				
<i>New Bedford, Mass.</i>				
Alice Frazier	Bark	406	Washingt'n T. Walker	L. Kollook & Son
Alfred Gibbs	Ship	425	Edward Nichols	Wood & Nye
Atlantic	do	360	Francis J. Silva .....	...
Arnolda	do	360	James A. Crowell	James B. Wood & Co.
Benjamin Tucker	do	349	Samuel E. Cooke	C. R. Tucker & Co.
Braganza	Bark	470	Turner	William O. Brownell
Cavalier	do	295	Nathaniel P. Gray	James D. Thompson
C. W. Morgan	Ship	351	James A. Hamilton	I. Howland, Jr., & Co.
China	do	370	Sylvester Hathaway	William Phillips & Son
Cleora	Bark	263	Isaacchar H. Akin	Charles Hitch & Son
Columbus	do	313	Edwin A. Luce	John P. Knowles, 2d
Congress	Ship	339	John A. Castine	Edward C. Jones
Congaree	Bark	321	Weston J. Swift	Thomas Wilcox
Cornelius Howland	Ship	431	Francois Dougherty	Edward W. Howland
Elizabeth	do	329	Perry Winslow	Thomas Nye, jr.
E. Swift	Bark	425	Josiah E. Chase	Swift & Allen
Emily Morgan	Ship	368	Samuel H. Whiteside	William J. Rotch
Eugenia	Bark	356	Solomon F. Hamblin	Swift & Allen
Falcon	do	273	Bartlett Maybaw, 2d	Thomas Knowles & Co.
Florida	Ship	330	Coddington P. Fish	E. C. Jones
Gen. Pike	Bark	313	John P. Fisher	William Gifford
Golconda	do	331	Joseph R. Green	George & M. Howland
Gov. Troup	Ship	430	Reuben Kelley	E. C. Jones

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Desolation Isl'd	June 18	.....	.....	.....	.....	Added 1858; struck an iceberg and was lost at Desolation Island February, 1859; mate, Charles Francis, lost also.
S. A. and Ind...	June 11	.....	.....	.....	.....	Sent home 475 whale; 3,000 bone; condemned at Pernambuco January 3, 1860.
Indian Ocean...	May 25	Sept. 17, 1861	21	791	.....	Sent home 2,391 bone; one of the "stone fleet," sunk off Charleston 1861.
Desolation Isl'd	June 3	May 9, 1860	.....	2,536	.....	Sold to New York 1860.
Pacific Ocean...	Aug. 7	.....	.....	.....	.....	Bought from Warren 1858; sent home 64 sperm, 1,103 whale, 1,632 bone; sold at San Francisco for merchant-service.
Atl. & Indian...	Dec. 1	.....	.....	.....	.....	Condemned at Sydney November 25, 1860; oil sold.
....do	Sept. 29	Mar. 6, 1861	350	600	.....	Returned 1858.
North Atlantic	June 7	Nov. 21, 1858	12	291	.....
Pacific Ocean...	May 17	.....	.....	.....	.....	No report; sailed 1859; Easton, captain; returned 1860, with 600 whale.
....do .....	.....	Apr. 27, 1860	.....	1,300	.....	No report.
Coast California	June 10	.....	.....	.....	.....
North Pacific...	Sept. 22	.....	.....	.....	.....	Third mate, Mr. Littlefield, died from an accident May, 1861; lost in the Ochotak January, 1860.
Pacific Ocean...	Nov. 2	Jan. 25, 1864	85	95	600	Sent home 500 sperm.
North Pacific...	Aug. 16	July 17, 1863	80	.....	.....	Sent home 174 sperm.
Indian Ocean...	Aug. 2	.....	.....	.....	.....	Captain Cook was killed by a whale October 26, 1860.
Pacific Ocean...	Nov. 2	.....	.....	.....	.....	Altered from a ship 1859; took on voyage 683 sperm, 3,950 whale, 24,000 bone; condemned at Honolulu October, 1862; fitted as a whaler from that port under the Oldenburg flag.
....do	May 12	.....	.....	.....	.....	Sent home 255 sperm.
North Pacific...	Oct. 4	May 12, 1863	135	1,800	.....	Sent home 2,280 whale, 23,834 bone.
Pacific Ocean...	Dec. 3	July 14, 1864	682	.....	.....	Sent home 425 sperm.
Indian Ocean...	May 10	.....	.....	.....	.....	Condemned at Manritius July, 1862.
Pacific Ocean...	Aug. 10	.....	.....	.....	.....	Sent home 75 sperm.
Indian Ocean...	Aug. 10	May 4, 1863	900	350	.....	Sent home 125 sperm, 3,000 bone.
Pacific Ocean...	Oct. 19	.....	.....	.....	.....	Sent home 900 sperm; condemned and sold at Valparaiso July, 1863.
....do	Apr. 20	Mar. 26, 1863	1,200	250	.....	Sent home 267 sperm.
....do	Dec. 9	Apr. 24, 1864	570	.....	.....	Sent home 100 sperm; sold to New York 1864 for merchant-service.
....do	May 3	Sept. 18, 1863	900	80	1,800	Sent home 456 sperm.
North Pacific...	Nov. 17	Apr. 18, 1863	.....	2,000	30,000	Fourth mate died 1860; crew refused duty at Honolulu and were discharged by the consul; sent home 1,611 whale, 24,467 bone.
Pacific Ocean...	Oct. 6	July 10, 1864	961	.....	.....	Sent home 55 sperm.
Atlantic	Oct. 5	May 23, 1862	460	.....	.....	Altered from a ship 1859
North Pacific...	July 26	Apr. 9, 1863	4	2,200	600	Sent home 338 sperm, 1,096 whale, 38,186 bone.
....do	Sept. 6	Jan. 30, 1863	450	2,000	6,000	Altered from a ship 1859; took, in all, 450 sperm, 2,000 whale, 18,000 bone—valued at \$100,000.
Pacific Ocean...	Oct. 15	.....	.....	.....	.....	Altered from a ship in 1859; sent home 460 sperm; captured and burned by the Florida July 8, 1864, with 140 sperm of her own, and about 1,100 barrels sperm and 600 barrels whale on freight.
Indian Ocean...	June 23	Oct. 5, 1862	635	540	2,000	The larger part of the crew mutinied and deserted at St. Catharine's; sent home 241 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1859.				
<i>New Bedford, Mass.—Continued.</i>				
Harvest	Ship	360	Wilbour Manchester ..	Charles E. Hawes
Harvest	Bark	263	David R. Gifford	Lorenzo Pierce
Hecla	do	207	Eben Nickerson	T. Knowles & Co.
Henry Taber	do	355	David G. Kirby	Henry Taber & Co.
Herald, 2d	Ship	303	William S. Beebe	T. Nye, jr.
Hope	Bark	186	Seth McFarlan	Zeno Kelley
Hudson	Ship	368	Moses R. Fish	Thomas Nye, jr.
Hunter	do	453	Alden Besse	Jonathan Bourne, jr. ...
Hydaspe	do	313	Charles S. Pope	J. B. Wood & Co
Illinois	do	413	William R. Potter	Wood & Nye
Isaac Howland	do	399	Thomas Long	I. Howland, jr., & Co ...
Isabella	Bark	315	Moses G. Tucker	T. Knowles & Co
James Allen	do	355	Wm. D. Van Wyke	Gld. Allen & Son
James Maury	Ship	395	Lyman Wing	C. R. Tucker & Co
John	do	487	Charles Grant	William G. Blackler
John Dawson	Bark	237	John W. Cornell	J. & W. R. Wing
Josephine	Ship	446	James L. Chapman	Swift & Perry
Marengo	do	426	Frederick A. Weld	Jonathan Bourne, jr.
Maria	Bark	202	Wm. B. Thompson	Thomas R. Roeman
Marion	do	328	Clothier Pierce	William P. Howland
Matthew Luce	do	410	— Cleaveland	William Hathaway, jr. ...
Mercury	Ship	340	Edward F. Lakeman	I. Howland, jr., & Co ...
Messenger	Bark	291	John W. Gifford	John R. Thornton
Millinoket	do	180	Charles A. M. Taber	B. Franklin Howland
Milo	Ship	401	Thomas E. Fordham	E. C. Jones
Morning Light	do	361	Hervey E. Luce	S. Thomas & Co
Nantilus	Bark	374	Charles G. Swain	G. Allen & Son
Navy	Ship	356	Andrew S. Sarvent	J. B. Wood & Co
Newark	Bark	323	Nathan S. Smith	C. Hitch & Son
Ocean	Ship	390	Ezra Gifford	J. R. Thornton
Osceola, 2d	Bark	197	John E. Barker	J. & W. R. Wing
Osceola, 3d	do	200	Otis F. Ham's In	Cranston Wilcox
Pacific	do	385	Jacob A. Howland	Swift & Perry
Pacific, 2d	do	314	Joseph C. Smith	William H. Reynard
Pamelia	do	300	Henry A. Sloonm	do
Parachute	Ship	331	Timothy Howland	Edmund Maxfield
President	Bark	293	William J. Macy	Richmond & Richardson ..
President, 2d	do	189	Isaac Wordell	E. Maxfield
Rainbow	Ship	474	James Nichols	William Gifford

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean ..	May 5	.....	.....	.....	.....	Added 1839; sent home 1,375 whale, 3,600 bone; put under Hawaiian flag 1863; captured and burned by the Shenandoah; paid for by the English government.
Indian Ocean ..	Aug. 23	.....	.....	.....	.....	Sent home 360 sperm; condemned at Mauritius 1861.
Pacific Ocean ..	Aug. 4	May 29, 1863	400	.....	.....	Captain Nickerson died of heart disease March 4, 1861; sent home 695 sperm, 519 bone.
....do	Oct. 25	June 28, 1864	772	.....	.....	Charles Floyd, first mate, drowned 1863; boat stove while fast to a whale.
... do	May 10	Aug. 30, 1863	650	.....	.....	Captain Beebe came home sick 1861; sent home 115 sperm.
Indian Ocean...	Aug. 1	.....	.....	.....	.....	Lost at island of Coetiva 1862; saved 200 barrels oil.
Pacific Ocean ..	July 6	Mar. 26, 1863	1,550	.....	.....	Sold to Honolulu 1863; name changed to Hae Hawaii.
....do	June 8	Aug. 30, 1863	1,865	635	.....	Sent home 177 sperm.
....do	Nov. 5	.....	.....	.....	.....	Sent home 738 sperm; condemned at Talcahuano 1863; named changed to Narcissa and went whaling from Talcahuano.
....do	Oct. 20	Oct. 25, 1863	1,000	1,000	8,000	Sent home 40 sperm, 12,413 bone.
North Pacific ..	Dec. 31	Apr. 15, 1864	.....	692	.....
Pacific Ocean ..	Aug. 2	May 27, 1864	2	2,500	12,000	Altered from a ship 1859; Captain Van Wyke left at Callao sick 1864.
Indian Ocean ..	Oct. 4	Feb. 5, 1865	664	454	.....
....do	Sept. 6	Sept. 15, 1862	790	2,321	5,550	Sent home 12,000 bone.
Pacific Ocean ..	May 31	May 19, 1863	1,900	.....	.....	Added 1859 from Fairhaven; sent home 499 sperm; sold to Boston 1863.
Atl. & Indian ..	July 16	Nov. 3, 1861	617	.....	.....	Sent home 380 sperm.
North Pacific ..	July 14	July 27, 1862	293	2,319	.....	First mate, Mr. Stevens, and boat's crew taken down by a whale December 30, 1859, off New Holland; sent home 425 sperm, 96 whale, 10,740 bone.
Indian Ocean ..	Aug. 12	Apr. 22, 1863	.....	3,100	2,780	Sent home 30 sperm.
Pacific Ocean ..	Sept. 29	.....	.....	.....	.....	Condemned at Talcahuano 1863; used as a craler till 1866, then fitted again for a whaler; sent home 840 sperm.
Atl. & Indian ..	June 7	May 14, 1863	1,300	30	.....	Sent home 323 sperm.
Pacific Ocean ..	May 15	May 22, 1863	1,200	.....	.....	Manuel Frates, fourth mate, killed by a whale August, 1862; sent home 260 sperm; sold to Boston for China trade 1863.
Indian Ocean ..	June 28	Oct. 21, 1862	1,083	6	.....	Altered from a ship 1859.
... do	June 7	.....	.....	.....	.....
Atl. & Indian ..	May 3	May 24, 1862	153	.....	.....	Sent home 230 sperm; sold to Dartmouth 1862.
North Pacific ..	Nov. 15	May 24, 1863	170	1,800	6,000	Sent home 68 sperm, 1,546 whale, 23,500 bone.
Pacific Ocean ..	Sept. 22	May 20, 1863	638	1,014	2,100	Sent home 80 sperm, 9,000 bone; sold to Boston 1862.
....do	Nov. 1	July 13, 1864	1,003	40	.....	Altered from a ship 1859.
North Pacific ..	Aug. 10	Apr. 18, 1864	265	1,938	21,950	
Indian Ocean ..	Oct. 19	.....	.....	.....	.....	Sent home 269 sperm, 1,025 whale, 10,700 bone.
Pacific Ocean ..	Nov. 29	Oct. 28, 1863	220	.....	.....	Lost on Sandal Wood Island (Malay Archipelago) Apr. 17, 1863; crew in boats 9 days and 10 nights, with but little bread and water; sent home 76 sperm.
Indian Ocean ..	Dec. 20	Mar. 26, 1864	928	.....	.....	Sold to Edgartown 1864.
Pacific Ocean ..	Jan. 2	June 20, 1863	886	.....	.....	Sent home 650 sperm.
Indian Ocean ..	June 15	June 7, 1862	107	2,420	3,000	Sent home 106 sperm, 1,040 whale, 17,932 bone.
....do	May 10	.....	.....	.....	.....	Sent home 123 sperm; sold to Sag Harbor 1864.
....do	May 4	May 4, 1862	975	17	.....	Sent home 190 sperm, 1,000 bone; withdrawn 1862.
Ind. and Pacific	Nov. 11	.....	.....	.....	.....	Lost near Papeete June 10, 1864; saved 880 sperm out of 1,225.
Pacific Ocean ..	Oct. 10	June 18, 1864	978	Altered from a ship 1859; sent home 319 sperm.
Atl. & Indian ..	June 13	May 10, 1862	185	
Pacific Ocean ..	Nov. 12	June 10, 1864	1,200	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1859.				
<i>New Bedford, Mass.—Continued.</i>				
Rodman	Bark	371	William Whitton, jr ..	William G. E. Pope
Roman	Ship	370	John C. Hamblin	E. C. Jones
Roscoe	Bark	362	William H. Almy	Loum Snow
San Francisco	do	268	Daniel F. Worth	William Phillips & Son ..
Seine	do	281	John S. Smith	Rodney French
Smyrna	do	219	Isaac P. Webb	Charles S. Randall
Thomas Pope	Ship	323	Charles H. Robbins	William G. E. Pope
Trident	do	449	Elisha H. Fisher	Frederick Parker
Vigilant	Bark	223	Frederick P. Cole	W. & G. D. Watkins
Waverly	do	327	William H. Vinal	David B. Kempton
Zephyr	Ship	361	Joseph S. Taylor	Thomas Nye, jr
<i>Fairhaven, Mass.</i>				
Emerald	Schooner ..	101	Thomas F. Lambert ..	Damon & Judd
Hesper	Ship	263	Joseph Hamblin, jr ..	Dexter Jenney
Hudson	do	368	Moses R. Fish	Jenney & Tripp
Joseph Maxwell	do	302	Andrew R. Jenney	F. R. Whitwell
Winthrop	Bark	218	William P. Weeks	Albert Sawin
<i>Mattapoisett, Mass.</i>				
America	Bark	257	John A. Luce	R. L. Barstow
Annawan	do	159	Charles F. Keith	J. Holmes, J., & Bro ..
Ocean Rover	Ship	314	James M. Clark	do
R. L. Barstow	Bark	203	— Mitchell	R. L. Barstow
Sarah	Ship	370	Henry P. Butler	L. Meigs
Samuel & Thomas	Bark	191	Asa Hoxie	R. L. Barstow
Willis	do	164	James King	do
<i>Sippican, Mass.</i>				
Altamaha	Schooner ..	119	John C. Clark	Stephen C. Luce
Hopeton	Brig	145	Otis S. Snow	Obed Delano
James	Schooner ..	80	Benjamin B. Handy	Benjamin B. Handy
Retrieve	do	100	William C. Hathaway ..	do
Roswell King	do	134	Pardon Tripp	Peleg Blankenship
<i>Sandwich, Mass.</i>				
Ocean	Bark	165	Peleg Cornell	W. F. Lapham
<i>Falmouth, Mass.</i>				
Com. Morris	Ship	355	Silas Jones	Oliver C. Swift
<i>Holmes's Hole, Mass.</i>				
America	Bark	257	— Luce	Thomas Bradley
Helen Augusta	do	270	— West	do
<i>Beverly, Mass.</i>				
Eschol	Brig	143	— Hoxie	F. W. Choate
Lady Suffolk	Bark	210	— Robertson	do
<i>Dartmouth, Mass.</i>				
Benj. Cummings	Bark	391	David Briggs	Tucker & Cummings ..
Brunswick	Ship	295	Varenius Baker	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean ..	Nov. 17	.....	.....	.....	.....	Sent home 1,550 sperm, 250 whale; sold at Mauritius 1863.
Indian Ocean ..	Aug. 22	May 9, 1863	1,500	750	.....	Sent home 74 sperm.
Pacific Ocean ..	Nov. 8	Apr. 12, 1860	79	6	.....	Captain Almy and 7 men (part of two boats' crews) killed by a whale 1879.
Atlantic	Aug. 1	.....	.....	.....	.....	Foundered at sea off Montauk Point February 24, 1862; sent home 2,000 bone.
Pacific Ocean ..	May 13	May 4, 1862	220	1	500	Sent home 435 sperm, 421 whale, 4,400 bone.
Atlantic	Sept. 3	June 11, 1863	35	.....	.....	Sent home 313 sperm; sold to New York 1863, for African trade.
Indian Ocean ..	July 20	June 21, 1863	650	.....	.....	Sent home 320 sperm.
Pacific Ocean ..	Dec. 21	June 7, 1864	1,110	.....	.....	Sent home 435 sperm.
do	Aug. 23	June 18, 1864	427	540	.....	Altered from a ship; sent home 326 sperm, 5,040 bone.
Ind. and Pacific	Apr. 26	May 4, 1863	1,550	750	1,200	Condemned at Mauritius 1863; shipped oil (900 sperm) to London.
Indian Ocean ..	Nov. 21	.....	.....	.....	.....	Added 1859; sent home 200 sperm.
Atlantic	May 2	Aug. 19, 1860	150	10	.....	Sailed January 31; returned February 22, leaking 300 strokes per hour; sent home 951 sperm; condemned at Paita 1864.
Pacific Ocean ..	June 5	.....	.....	.....	.....	Sent home 160 sperm; transferred to New Bedford 1862.
do	July 6	.....	.....	.....	.....	Sent home 42 sperm.
Indian Ocean ..	Aug. 27	May 13, 1863	260	.....	.....	Sent home 30 sperm; sold to Boston for merchant service 1863.
do	July 26	Sept. 29, 1862	290	48	.....	Sold to Holmes's Hole 1861.
Indian Ocean ..	Dec. 27	.....	.....	.....	.....	Altered from a brig 1859; sold to New Bedford 1862; sent home 50 sperm.
Atlantic	Nov. 17	June 27, 1862	230	1	.....	Built at Mattapoisett 1850; captured and burned by the Alabama, with 900 barrels of oil, 1862; sent home 240 sperm, 250 whale, 2,000 bone.
Atlantic & Ind.	May 26	.....	.....	.....	.....	Sold to New Bedford 1861; sold thence to Nantucket 1862.
Atlantic	May 20	Aug. 28, 1861	297	9	.....	Transferred to New Bedford 1861.
Indian Ocean ..	Dec. 22	June 19, 1864	201	.....	.....	Sold to New Bedford 1863; sent home 400 sperm.
Atlantic	Sept. 3	June 29, 1863	160	.....	.....
do	June 2	Sept. 12, 1860	364	40	.....
Atlantic	June 29	July 24, 1860	151	13	.....
do	June 2	Aug. 20, 1860	255	7	.....	Sent home 40 sperm.
do	May 2	Sept. 16, 1859	163	6	.....
do	May 2	Sept. 11, 1859	33	1	.....
do	Apr. 26	Aug. 19, 1860	85	40	.....	Sent home 56 sperm.
Atlantic	Sept. 12	Aug. 25, 1861	447	3	.....	Sent home 214 sperm.
Pacific Ocean ..	July 13	June 19, 1864	931	232	1,700	Sent home 50 sperm; sold to New Bedford 1864.
Indian Ocean ..	Dec. 13	May 9, 1862	705	.....	.....
Atlantic	May 23	June 8, 1861	500	.....	.....	Withdrawn for merchant service 1861; sent home 106 sperm.
Atlantic	July 14	Sept. 12, 1860	110	.....	.....	Bought from Provincetown 1858.
do	Aug. 24	Aug. 30, 1860	260	120	.....	Withdrawn; sold to Salem.
Pacific Ocean ..	Sept. 12	Aug. 3, 1866	101	Sent home 387 sperm, 518 whale, 4,000 bone; sold to New Bedford 1866.
Indian Ocean ..	Nov. 27	Aug. 19, 1862	537	103	800	Sold to New Bedford 1862.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1859.				
<i>Westport, Mass.</i>				
Champion	Bark	209	— Coggeshall	Andrew Hicks
Janet	do	194	George G. Coffin	Henry Wilcox
<i>Edgartown, Mass.</i>				
Louisa Sears	Bark	180	George P. Fisher	Abraham Osborn
Vineyard	Ship	281	— Caswell	Benjamin Worth
Walter Scott	do	369	— Baxter	do
Washington	Schooner	140	— Ripley	William H. Munro
<i>Nantucket, Mass.</i>				
Mohawk	Ship	350	George H. Swain	I. & P. Macy
P. ru	Bark	257	Elhu F. Turner	Zenas L. Adams
Three Brothers	Ship	384	Calvin Swain	G. & W. Starbuck
Watchman	Schooner	140	Charles W. Hussey	J. B. Macy
<i>Provincetown, Mass.</i>				
Acorn	Bark	215	— Nickerson	Nickerson & Tuck
Alleghany	Schooner	95	— Cook	Daniel C. Cook
Alexander	do	75	— Nickerson	Johnson & Cook
Chanticleer	do	87	— Small	Samuel Cook
Emporium	do	80	— Cook	do
Estella	do	94	— Tuck	Nickerson & Tuck
F. Bunchinia	Bark	200	— Soper	John Adams
John Adams	Schooner	99	— Chapman	T. & S. Hilliard
Montezuma	do	92	— Sparks	D. Connell
N. J. Knights	do	95	— Farwell	E. S. Smith & Co
Oread	do	90	— Freeman	R. & E. Cook
R. E. Cook	do	80	— Milliken	David Conwell
Richard	do	92	— Soper	J. E. & G. Bowley
Rienzi	do	106	— Leonard Small	Samuel Soper
S. R. Soper	do	130	do	S. Small
Thrivel	do	95	do	do
V. Doane	do	99	— Cook	H. and S. Cook & Co
Walter Irvin	do	133	— Small	Samuel Soper
<i>Orleans, Mass.</i>				
Lewis Bruce	Brig	135	— Cook	Heman Smith
Rothchild	Bark	261	— Allerton	do
William Martin	Schooner	134	— Martin	do
<i>New London, Conn.</i>				
Amaret	Brig	91	— Quayle	Williams & Haven
Charles Carroll	Ship	412	— Smith	Frink & Prentiss
Clematis	do	311	— Watrous	Williams & Barnes
Dove	Bark	151	— Smith	Richard H. Chappell
Electra	Ship	348	— Brown	Williams & Barnes
Exile	Schooner	83	Alex. Tillinghast	E. V. Stoddard
Franklin	do	119	— Church	R. R. Chappell
Northwest	Ship	304	William Dunbar	Thomas Fitch
Pearl	Bark	195	— Bartlett	Williams & Haven
<i>Sag Harbor, N. Y.</i>				
Columbia	Bark	285	— McCorkle	John Budd
Concordia	do	263	— Hamilton	Wade & Brown
Excel	do	375	— Loper	do
Mary Gardner	do	316	— Jennings	W. & G. H. Cooper

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Indian Ocean ..	Oct. 6	June 20, 1863	Bbls. 370	Bbls.	Libs.	Sold and withdrawn for merchant-service 1863.
Atlantic	July 14	May 9, 1863	800	.....	.....	Sent home 35 sperm.
Atlantic	Apr. 13	.....	.....	.....	.....	Sent home 100 sperm, 67 whale; lost in Fayal Harbor September 7, 1860.
North Pacific ..	Sept. 25	May 27, 1862	150	2,304	10,600	Sent home 16,866 bone.
...do	Dec. 11	.....	.....	.....	.....	Sent home 52 sperm, 1,000 bone; condemned at Honolulu June, 1861.
Atlantic	Oct. 5	Aug. 4, 1861	.....	12	.....	Sold to New York 1862; sent home 176 sperm.
Pacific Ocean ..	May 19	June 29, 1863	1,000	.....	.....	Sold to New York.
...do	Sept. 25	May 7, 1863	1,360	19	.....	Sold to New London.
...do .....	.....	Apr. 2, 1865	925	250	.....	Sold to New Bedford.
Atlantic	Sept. 6	Sept. 25, 1860	65	430	.....	.....
Atlantic	Dec. 13	Aug. 26, 1861	80	70	.....	.....
...do	May 17	Sept. 12, 1859	.....	115	.....	.....
...do	May 17	Sept. 10, 1859	.....	110	.....	.....
North Atlantic	Mar. 28	Sept. 18, 1859	.....	134	.....	.....
Atlantic	May 24	Sept. 12, 1859	.....	65	.....	.....
...do	May —	Sept. 12, 1859	196	.....	.....	.....
...do	May 16	Dec. 1, 1860	540	60	.....	Sent home 160 sperm.
...do	May —	Jan. —, 1861	125	20	.....	.....
N. Atlantic {	May 24	Sept. 20, 1859	65	.....	.....	.....
...do	Nov. 28	Aug. 26, 1862	190	.....	.....	.....
...do	Feb. —	July 15, 1859	205	103	.....	.....
...do	Aug. 19	Sept. 9, 1860	183	14	.....	.....
Atlantic	May 16	Aug. 9, 1860	168	47	.....	.....
...do .....	.....	Sept. 20, 1859	.....	139	.....	Lost on island of Nevis April 7, 1860; saved 125 sperm.
North Atlantic.	Mar. 2	June 16, 1860	15	.....	.....	.....
Atlantic	Mar. 16	Aug. 19, 1859	300	.....	.....	.....
North Atlantic.	Aug. 19	.....	.....	.....	.....	Captain Small, second mate, and two men died January, 1862; sold to Beverly 1862; sent home 261 sperm.
...do	Feb. 11	July 16, 1859	144	106	.....	Added 1859.
...do	Feb. 15	June 9, 1860	215	81	.....	.....
Atlantic	May 30	Aug. 28, 1860	125	10	.....	Sent home 50 sperm.
...do	Jan. 8	Sept. 29, 1859	340	340	.....	.....
...do	May 17	Sept. 10, 1860	50	60	.....	Sent home 210 sperm.
Cumberland Stra.	Apr. 13	.....	.....	.....	.....	Lost in Cumberland Straits September 27, 1860; the Amaret formed a part of the Kane Expedition.
Davis's Strait..	May 14	.....	.....	.....	.....	Wrecked in Mozambique Channel; condemned at Mata 1862; sent home 1,000 barrels of oil.
Indian Ocean ..	Oct. 11	.....	.....	.....	.....	Lost at Solomon Islands September, 1861; second mate, Benjamin Small, died 1861.
Desolatin Isl'd	Aug. 11	July 15, 1861	.....	933	.....	One of the "stone fleet," No. 2.
North Pacific ..	Aug. 16	Mar. 26, 1862	80	1,590	13,850	Sent home 1,390 whale, 21,716 bone.
Desolatin Isl'd	Sept. 1	.....	.....	.....	.....	No report.
...do	July 15	June 4, 1862	474	500	.....	.....
Indian Ocean ..	Sept. 1	.....	.....	.....	.....	.....
Ind. and Pacific	Oct. 17	Sept. 12, 1862	194	6	.....	.....
South Atlantic.	Aug. 1	Apr. 16, 1862	712	131	.....	Sent home 930 bone; sold to New York 1862.
Atlantic	May 23	May 8, 1862	100	930	1,000	Sent home 2,400 bone.
Coast of Pat ..	July 1	May 26, 1861	68	940	3,500	.....
Atlantic	Oct. 31	June 20, 1861	845	459	3,000	Was chased two hours off Bermudas by rebel privateer on passage home.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1859.				
<i>Sag Harbor, N. Y.—Continued.</i>				
Myra	Brig	150	— Havens	W. & G. H. Cooper
Noble	Bark	273	— Fowler	do
S. S. Learned	Ship	116	— Eldridge	H. & S. French
Susan	Schooner	134	— King	do
Washington	Bark	236	— Babcock	Wade & Brown
<i>Stonington, Conn.</i>				
Tekoa	Schooner	143	— Stivers	J. E. Smith & Co.
1860.				
<i>New Bedford, Mass.</i>				
Active	Bark	333	Davis Blake	Loum Snow
Adeline	Ship	329	Albert D. Barber	Charles R. Tucker & Co.
Addison	Bark	496	John C. Petros	Isaac B. Richmond
Anasconda	do	383	John H. Paun	do
Antelope	do	340	— Wrisley	S. Thomas & Co.
Atlantic	do	367	William H. Sherman	William Hathaway, jr. .
Awaschons	do	342	John Marble	J. & W. R. Wigg
Brutus	Ship .....	...	E. S. Devoll .....	...
Barnstable	Bark	378	L. B. Brownson	David B. Kempton
Black Eagle	do	311	Charles E. Allen	S. Thomas & Co.
Cherokee	do	261	James H. McKenzie	W. Hathaway, jr.
Cleora	Ship	252	John R. Stivers	L. Snow
Contest	do	441	Elijah B. Morgan	I. Howland, jr., & Co. .
Courser	Bark	327	John M. Hammett	B. Franklin Howland ..
Daniel Webster	Ship	336	— Allen	S. Thomas & Co.
Daniel Wood	do	345	Josiah Richmond	James B. Wood & Co. .
Desdemona	do	295	Franklin Bates, jr.	Thomas Nye, jr.
Draper	do	291	Charles W. Parker	Charles E. Hawes
E. Corning	Bark	325	Charles Stetson	William C. N. Swift
Edward	do	274	Orrick Smalley	Thomas Knowles & Co. .
Eliza	do	366	William Devoll	Cornell & Penniman
Elliot C. Cowdin	Ship	226	William Cleaveland	Tucker & Cummings ..
Emma C. Jones	do	347	Gorham B. Howes	Edward C. Jones
Empire	do	403	John A. Macomber	Henry Taber & Co.
Endeavour	Bark	252	Owen Fisher	Abraham Ashley, 2d. .
Fanny	do	391	George W. Biven	Swift & Allen
Gay Head	Ship	389	Lewis H. Lawrence	J. B. Wood & Co.
Java	Bark	295	Edward B. Phinney	G. & M. Howland
Java, 2d	do	292	T. C. Spaulding	William G. Blackler
Jireh Perry	Ship	435	Wanton H. Sherman	Swift & Perry
John Coggeshall	do	338	Aaron Dean	B. B. Howard
Kathleen	Bark	312	Charles C. Movers	J. & W. R. Wing
Kingfisher	do	451	Elijah Russell	Jona. Bourne, jr.
Lætitia	do	275	Joseph Stowell	George R. Taber
Lagoda	Ship	341	Z. A. Devoll	J. Bourne, jr.
Lancer	do	395	George H. Allen	Joshua Richmond

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
South Atlantic.	June 30	Oct. 16, 1860	230	.....	.....	Added 1859.
do	Sept. 1	Aug. 19, 1861	466	51	500	Sent home 60 sperm; condemned at St. Catharine's 1862.
do	Apr. 30	.....	.....	.....	.....
Atlantic	May 23	.....	.....	.....	.....
South Atlantic.	May 2	May 6, 1862	552	608	4,000	Sold to New York 1862.
Atlantic	July 7	July 25, 1860	31	46	.....
Pacific Ocean	Nov. 21	May 22, 1865	2	83	750	Sent home 865 sperm.
North Pacific	Sept. 19	May 7, 1863	26	1,084	6,000	Sent home 15 sperm, 2,250 whale, 18,500 bone.
Ind. and Pacific	Aug. 26	Apr. 24, 1867	.....	52	4,000	Altered from a ship 1860; sent home 238 sperm, 400 whale, 13,650 bone; withdrawn 1867 for freighting; lost.
Pacific Ocean	Nov. 17	Sept. 8, 1864	1,006	50	.....	Withdrawn 1864.
Davis's Strait	Mar. 15	Oct. 12, 1863	.....	1,506	24,000	Sent home 50 sperm.
Pacific Ocean	May 1	May 4, 1864	211	10	.....	Sent home 335 sperm.
Indian Ocean	Sept. 6	Apr. 4, 1862	146	106	550	Bought from Falmouth 1860; Captain Marble died October 23, 1861.
Pacific Ocean	Aug. —	.....	.....	.....	.....	Brutus bought from Warren 1860.
do	May 22	Apr. 23, 1864	63	1,407	.....	Barnstable sent home 14 700 bone; altered from a ship 1860; sold to New York 1864 for merchant service.
Davis's Strait	May 30	Nov. 3, 1861	.....	1,122	17,800	Built 1851; bought from Sag Harbor 1859; Walter Smith, third mate, died at sea 1860.
Indian Ocean	Oct. 10	Nov. 22, 1864	990	378	3,500	
Pacific Ocean	Oct. 9	May 25, 1865	70	326	3,800	Sent home 116 sperm, 1,333 whale, 8,800 bone.
Atlantic	June 21	Apr. 25, 1861	.....	354	.....	Sent home 161 sperm, 2 256 bone.
Pacific Ocean	Aug. 14	June 9, 1864	159	.....	.....	First mate, Mr. Thomas, died December 18, 1860; Captain Hammett came home sick 1862; sent home 228 sperm.
Davis's Strait	Mar. 21	Jan. 5, 1863	.....	.....	6,500	Put into Aberdeen, Scotland, on account of the rebellion; sent home 2,500 bone; George Beesel, second mate, and two men died of scurvy 1862.
Pacific Ocean	June 12	July 22, 1864	802	312	.....	Sent home 420 sperm, 3,000 bone.
do	July 17	Mar. 15, 1865	470	.....	.....	Sent home 113 sperm.
Indian Ocean	May 8	July 10, 1864	703	100	450	Sent home 186 sperm; sold to Boston 1864.
Pacific Ocean	Nov. 15	May 24, 1866	7	.....	.....	Sent home 737 sperm.
do	July 2	June 27, 1864	14	46	.....	Sent home 448 sperm.
do	Oct. 2	Dec. 30, 1864	950	.....	.....
do	May 23	May 4, 1864	1,097	13	.....	Bought from Dartmouth 1860; sent home 213 sperm; sold to New York 1864 for merchant service.
do	Nov. 19	Apr. 24, 1866	14	387	5,600	Sent home 1,226 sperm.
do	Nov. 1	.....	.....	.....	.....	Lost on Chatham Island April 15, 1862; saved 500 sperm; sent home 111 sperm.
do	Oct. 30	Aug. 28, 1864	460	177	.....
North Pacific	June 13	Apr. 14, 1864	112	2,346	28,550	Sent home 455 sperm, 1,680 whale, 28,400 bone.
Pacific Ocean	Oct. 2	Apr. 12, 1865	.....	1,051	15,300	Sent home 631 sperm, 700 bone.
Indian Ocean	Sept. 6	May 28, 1864	1,292	284	1,700	
do	June 27	Apr. 13, 1864	1,040	104	.....
Pacific Ocean	Sept. 13	June 18, 1864	471	955	2,850	Sent home 274 sperm, 219 whale, 9,000 bone.
do	June 9	May 2, 1864	33	924	6,700	Bought 1860 from Fairhaven; sent home 131 sperm, 1,100 whale, 13,300 bone; sold to New York 1864.
Indian Ocean	June 19	Apr. 13, 1864	1,256	25	.....	Sent home 214 sperm.
Atlantic	June 1	Mar. 30, 1861	214	11	.....
Pacific Ocean	Oct. 19	May 4, 1864	600	.....	.....	Sent home 400 sperm.
do	Aug. 27	Apr. 18, 1864	94	2,164	Sent home 162 sperm, 25,400 bone.
do	Aug. 25	Nov. 20, 1864	936	Sent home 763 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1860.				
<i>New Bedford, Mass.—Continued.</i>				
Lapwing	Ship	432	George H. Soule	E. C. Jones
Massachusetts	Bark	364	Daniel B. Greene	Swift & Allen
Mara	do	270	Abner P. Barker	Gifford & Cummings
Mary Frazier	Ship	266	Job Hathaway	B. F. Howland
Mary & Susan	do	409	Philip Howland	T. Knowles & Co.
Mary Wilder	do	213	Sylvanus Cleaveland	Charles Almy
Mary	Bark	287	Warren Woodward	William O. Brownell
Merlin	do	348	John S. Deblois	W. & G. D. Watkins
Milton	Ship	388	Charles Halsey	H. Taber & Co.
Minerva	Bark	291	Edward Penniman	Thomas Knowles & Co.
Naseau	Ship	408	E. P. Herondean	Swift & Perry
Nye	Bark	211	Joseph B. Barker	Tucker & Cummings
Peri	do	205	John W. Norton	Rodney French
Polar Star	Ship	475	Daniel D. Wood	C. R. Tucker & Co.
Reindeer	do	450	George W. Raynor	E. W. Howland
Roscoe	Bark	362	George H. Macomber	L. Snow
Sappho	do	320	Edward B. Coffin	O. & D. W. Seabury
Scotland	Ship	364	Humphrey W. Seabury	do
Solon	Bark	129	Joseph E. Smith	J. R. Thornton
Sophia Thornton	Ship	494	William P. Briggs	T. Nye, jr.
Stafford	Bark	206	Obed Pierce	William Hathaway, jr.
Stella	do	332	Frederick Hussey	L. Snow
Stephanie	Ship	315	James M. Witterell	J. Bourne, jr.
Sunbeam	Bark	366	Samuel H. Cromwell	J. & W. E. Wing
Sun	do	184	Thomas Smith	Gifford & Cummings
Tahmaroo	Ship	371	Jabez S. Hathaway	Jabez Hathaway
Thomas Dickason	do	454	James Stewart	G. & M. Howland
T. Winslow	Bark	136	Joseph H. Fisher	John Hicks
Triton	do	300	Roland T. Packard	I. Howland, jr., & Co.
Tropic Bird	do	220	Jos. L. Dimmick	William P. Howland
Wave	do	197	Leonard Courtney	T. Knowles & Co.
Young Phoenix	Ship	377	Benjamin F. Wing	William Phillips & Son
<i>Fairhaven, Mass.</i>				
Ansel Gibbs	Ship	319	Henry G. Chapel	Gibbs & Jenney
Arab	Bark	276	Joseph P. Nye	Damon & Judd
Emerald	Schooner	101	E. G. Cudworth	do
General Scott	Bark	360	James T. Eldridge	L. C. Tripp
Homer	Brig .....	...	John A. Benson .....	...
Lydia	Ship	351	Elisha Babcock	Jenney & Tripp
Northern Light	do	513	Edward A. Chapel	Edmund Allen
Pavillion	Brig	150	George H. Cannon	Damon & Judd

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Indian Ocean ..	June 14	.....	.....	.....	.....	Sold at Mauritius 1863; renamed W. A. Farnsworth; returned to whaling under the Hawaiian flag, 1876; sent home 847 sperm.
North Pacific ..	Sept. 4	May 13, 1863	.....	479	.....	Sent home 152 sperm, 904 whale, 28,950 bone.
Pacific Ocean ..	Oct. 2	July 2, 1865	851	1	.....	Sent home 90 sperm.
Indian Ocean ..	Aug. 1	Apr. 23, 1865	487	.....	.....	Sent home 75 sperm, 1,600 bone; shipped 1,000 sperm to London.
Pacific Ocean ..	Aug. 7	May 23, 1864	1,380	.....	.....	Sent home 489 sperm.
.....do	Aug. 8	May 10, 1864	250	.....	.....	Sent home 25 sperm; sold to New York 1864.
Indian Ocean ..	Nov. 1	Aug. 5, 1863	460	.....	.....	Sent home 195 sperm; altered from a ship 1860; Captain Woodward died 1861.
Pacific Ocean ..	June 12	Aug. 2, 1863	900	.....	.....	Sent home 561 sperm.
North Pacific ..	Sept. 6	Apr. 6, 1865	.....	2,309	.....	Sent home 2,413 whale, 63,300 bone.
Pacific Ocean ..	May 15	Apr. 27, 1864	1,866	.....	.....	Altered from a ship 1860; sent home 116 sperm.
Indian Ocean ..	Oct. 2	Apr. 21, 1863	100	500	8,000	Bought from Dartmouth 1860; captured and burned by the Alabama 1863.
Atlantic	Oct. 2	.....	.....	.....	.....	Sold at Mauritius 1863.
Indian Ocean ..	May 2	.....	.....	.....	.....	Sent home 98 sperm; lost on Kamachatka May 28, 1861; first mate, James Wilson, and boat's crew lost in landing.
North Pacific ..	Sept. 6	.....	.....	.....	.....	Was attacked by natives in the Arctic 1862; sent home 123 sperm, 3,648 whale, 31,100 bone.
.....do	Oct. 2	Feb. 27, 1864	.....	1,845	31,500	Sent home 251 sperm, 800 bone.
Indian Ocean ..	May 15	Nov. 23, 1864	1,063	395	.....	Sent home 21 sperm.
Pacific Ocean ..	May 3	July 18, 1863	1,450	12	.....	Bought from Westport 1860; sent home 195 sperm.
.....do	May 23	Dec. 1, 1860	239	7	.....	Sent home 68 sperm, 800 bone.
Atlantic	May 21	May 7, 1862	20	31	.....	Sent home 400 sperm.
Pacific Ocean ..	Apr. 28	Sept. 10, 1864	1,256	18	.....	Sent home 325 sperm.
.....do	Oct. 16	Sept. 10, 1864	210	.....	.....	Sent home 25 sperm, 2,300 bone.
.....do	May 31	July 6, 1864	737	15	.....	John D. Thompson, first mate, and one man drowned while fast to a whale, 1860; Captain Cromwell came home sick 1861; sent home 107 sperm.
Indian Ocean ..	Aug. 16	Apr. 17, 1864	783	1,034	150	Bought from Matapoisett 1860; sent home 570 sperm; condemned at Bay of Islands August, 1863.
Pacific Ocean ..	Oct. 22	June 15, 1864	869	.....	.....	Bought from Fairhaven 1860; sent home 37 sperm.
New Zealand ..	Nov. 13	.....	.....	.....	.....	Latham C. Ryder, first mate, died at Honolulu January 11, 1862; sent home 2,328 whale, 21,000 bone.
Atlantic	July 3	.....	.....	.....	.....	Transferred from Westport 1859; sent home 137 sperm.
North Pacific ..	Oct. 16	July 12, 1865	54	658	.....	Sent home 821 sperm.
Atlantic	Apr. 24	July 2, 1869	148	.....	.....	Sent home 275 sperm.
Pacific Ocean ..	Oct. 10	Apr. 23, 1865	257	.....	.....	Sent home 140 sperm, 8,000 bone.
Atlantic	Apr. 16	Oct. 3, 1861	194	9	.....	Sold to New Bedford 1861.
.....do	July 24	Sept. 23, 1862	257	.....	.....	Sold to New London 1862 to replace the Alert
Indian Ocean ..	Oct. 2	Nov. 12, 1863	1,300	800	.....	Sent home 75 sperm; sold to Sippican 1862.
Davie's Strait ..	Apr. 11	Nov. 11, 1861	.....	500	9,000	Sent home 142 sperm; returned with all her original officers, an unusual circumstance.
Atlantic	June 1	Sept. 6, 1861	278	1	.....	Bought from Nantucket 1859; lost at Teceireo September 7, 1860; sent home 100 sperm.
.....do	Sept. 5	Nov. 4, 1861	96	6	.....	Sent home 298 sperm; Lydia sold to New London 1864.
Pacific Ocean ..	Sept. 4	June 23, 1865	3	45	.....	Second mate, I. M. Larrabee, died April 20, 1861.
.....do .....	.....	.....	.....	.....	.....	Bought from Holmes' Hole, 1860; sent home 180 sperm.
Pacific Ocean ..	May 16	May 17, 1864	754	709	600	
Davie's Strait ..	July 21	Oct. 11, 1861	1,104	21,000	
Atlantic	Nov. 22	May 15, 1863	63	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1860.				
<i>Fairhaven, Mass.—Continued.</i>				
Syren Queen	Ship	461	C. B. Chapel	Gibbs & Jenney
William and Henry	do	351	William C. Parsons ..	I. F. Terry
<i>Mattapoisett, Mass.</i>				
Amelia	Brig	127	Charles W. Kempton ..	L. Meigs
Brewster	Ship	230	John A. Beebe	J. Holmes, jr., & Brother
March	Brig	89	Henry Lewis	E. L. Barstow
Union	Bark	124	David Dexter	do
<i>Dartmouth, Mass.</i>				
Charles and Edward	Ship	150	William D. Gifford ..	William Potter, sd
Matilda Sears	Bark	300	Edward J. Howland ..	do
<i>Beverly, Mass.</i>				
Eschol	Brig	143	Robertson	F. W. Choate
N. D. Chase	Bark	242	Hamlin	do
<i>Sippican or Marion, Mass.</i>				
Admiral Blake	Schooner	120	William C. Hathaway ..	Peleg Blankenship
Hopeton	Brig	145	Edwin A. Perry	Obed. Delano
James	Schooner	80	Benj. B. Handy	Benj. B. Handy
Retrieve	do	100	Zenas F. Eldridge ..	do
<i>Salem, Mass.</i>				
Messenger	Ship	216	Holmes	Benjamin Webb
<i>Westport, Mass.</i>				
George and Mary	Bark	165	Allen W. Pierce	Reacom Macomber
Gov. Carver	do	180	John W. Sherman	Henry Wilcox
Leonidas	Brig	128	James L. Skiff	C. A. Church
Mattapoisett	Bark	150	Benjamin Gifford	Henry Smith
Mermaid	do	330	George W. Jenks	Andrew Hicks
Platina	do	266	David E. Allen	do
<i>Fall River, Mass.</i>				
B. Franklin	Bark	164	Brown	John B. Reed
<i>Warren, R. I.</i>				
Covington	Bark	351	Jenks	Charles T. Child
<i>Edgartown, Mass.</i>				
Champion	Ship	400	Worth	Benjamin Worth
Rose Pool	Bark	285	Fisher	Joseph Holley
<i>Nantucket, Mass.</i>				
Alabama	Bark	340	Alfred M. Coffin	George Starbuck
Alpha	Ship	345	William H. Caswell ..	Geo. & Wm. Starbuck ..
Columbia	do	329	Joseph Abbott	Robert F. Gardner
Hero	do	313	Edward B. Hussey, jr.	G. & M. Starbuck & Co.
Norman	do	338	Richard C. Gibbs	do
Watchman	Schooner	140	Charles W. Hussey	J. E. Macy

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Davis's Strait..	June 13	Oct. 11, 1861	Bbls.	Bbls. 663	Lbs. 15,700	Lost five men by scurvy; sold to Sydney, N. E. W., for merchant service 1861.
Pacific Ocean..	Apr. 21	Mar. 10, 1864	29'	.....	.....	Sent home 561 sperm.
Atlantic	Apr. 3	Sept. 9, 1861	152	33	.....	Sailed once and returned, leaking 500 strokes an hour; sent home 120 sperm; withdrawn 1861; finally wrecked and abandoned 1863.
Indian Ocean ..	Oct. 13	June 30, 1863	970	.....	.....	Sold to New Bedford 1863.
Atlantic	May 28	No report ..	.....	.....	.....
....do	May 15	Sept. 11, 1861	101	.....	.....
Pacific Ocean..	Sept. 18	.....	.....	.....	.....	Sent home 1,175 sperm, 70 whale; sold at Talcahuano 1865 to sail under the Chilean flag.
....do	Nov. 1	Nov. 11, 1864	500	523	.....	Sent home 4,900 bone.
Atlantic	Oct. 6	May 5, 1862	238	40	.....
Atl. and Pacific	Apr. 18	Sept. 21, 1861	4	70	.....	Sent home 79 sperm; sold to Liverpool, Nova Scotia, 1861.
Atlantic	Apr. 6	Sept. 20, 1860	182	2	.....
....do	Oct. 9	Nov. 25, 1861	140	16	.....	Sold for merchant service 1862.
....do	Apr. 30	Aug. 29, 1860	103	.....	.....
....do	Apr. 30	Sept. 6, 1860	118	.....	.....
Atlantic	Apr. 18	July 17, 1861	330	16	.....	Sold to Boston 1861; Salem's last whaler; one of "stone fleet," No. 2; sunk 1861.
Atlantic	Nov. 19	Aug. 16, 1863	321	2	.....	Sold to Boston 1863 for merchant service.
Indian Ocean ..	Nov. 21	May 23, 1863	670	.....	.....
Atlantic	Nov. 13	May 2, 1863	130	70	.....	Sent home 188 sperm; sold to N. Bedford 1863.
....do	May 29	Feb. 16, 1862	328	10	.....
Pacific Ocean ..	Oct. 4	Sept. 21, 1864	760	3	.....	Sent home 48 sperm; shipped 200 sperm to London.
Indian Ocean ..	Aug. 16	Dec. 8, 1863	800	90	.....
Atlantic	Nov. 30	Oct. 30, 1862	15	.....	.....	Sent home 300 sperm; sold to New Bedford 1862; Fall River's last whaler.
Pacific Ocean..	Nov. 7	.....	.....	.....	.....	Sent home 904 sperm, 144 whale, 2,700 bone; captured and burned by the Shenandoah in Behring Strait June, 1865; Warren's last whaler.
North Pacific ..	Oct. 26	Apr. 18, 1864	153	1,525	15,650	Sent home 113 sperm 8,900 bone.
Indian Ocean ..	Sept. 27	Aug. 25, 1863	1,900	100	.....	Sold to Boston 1863 for merchant service.
Pacific Ocean..	May 6	.....	.....	.....	.....	Sent home 4,000 gallons sperm-oil; lost on Chatham Islands.
....do	Apr. 26	.....	.....	.....	.....	Took 1,000 barrels sperm; sold at San Francisco.
....do	Apr. 30	.....	.....	.....	.....	Captain Abbott died at sea September 5, 1861; condemned at Upolu.
....do	Sept. 30	.....	.....	.....	.....	Lost in Alcoa Bay, New Holland, 1861.
....do	Aug. 20	May 3, 1865	1,900	Sold to New Bedford.
Atlantic	Nov. 30	Oct. 13, 1861	20	400	Sold to Provincetown.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1860.				
<i>Provincetown, Mass.</i>				
Alleghany	Schooner	95	— Cook	Daniel C. Cook
Alexander	do	75	—	Johnson & Cook
Antarctic	do	136	—	J. E. & G. Bowley
Chanticleer	do	87	— Young	Samuel Cook
Civilian	Bark	—	— Burch	—
Emporium	Schooner	80	{ — Cook	D. C. Cook
Estella	do	94	{ — Curran	—
J. H. Duvall	Bark	200	— Freeman	J. E. & G. Bowley
—	—	—	— Tribble	do
Mermaid	Ship	156	Robert Soper, jr.	S. R. Soper
N. J. Knights	Schooner	95	— Sparks	D. Connell
S. R. Soper	do	130	— Holmes	Samuel Soper
Spartan	Bark	186	— Cook	Stephen Nickerson
V. Doane	Schooner	99	— Young	H. & S. Cook & Co.
V. H. Hill	do	152	— Freeman	J. E. & G. Bowley
Walter Irvin	do	131	— Atkins	Samuel Soper
Weather Gage	do	105	— Small	H. & S. Cook & Co.
<i>Orleans, Mass.</i>				
Lewis Bruce	Brig	135	— Cornell	Heman Smith
Rothschild	Bark	261	— Allerton	do
<i>New London, Mass.</i>				
Alert	Bark	396	— Parsons	E. V. Stoddard
Charles Colgate	Schooner	250	— Nash	Lawrence & Co.
E. R. Sawyer	do	196	— Lyon	E. V. Stoddard
Geo. Henry	Bark	303	Sidney O. Buddington ..	Williams & Haven
Georgians	Brig	190	— Tyson	do
Hannibal	Ship	441	— Rogers	Benj. F. Brown
Monticello	Bark	356	— Church	Richard H. Chapell
Pioneer	do	235	— Lester	Williams & Haven
Silver Cloud	Schooner	140	— Billings	R. H. Chapell
<i>Stonington, Conn.</i>				
Tekoa	Schooner	143	— Williams	J. E. Smith & Co.
<i>Mystic, Conn.</i>				
Coriolanus	Ship	266	— Fish	Charles Malloy
Cornelia	Schooner	197	— Chester	do
<i>Sag Harbor, N. Y.</i>				
Parana	Brig	300	— Green	H. & S. French
Susan	Schooner	134	— King	do
1861.				
<i>New Bedford, Mass.</i>				
A. R. Tucker	Bark	216	Asa Grinnell	J. & W. R. Wing
Adeline Gibbs	Ship	351	Henry W. Davis	Jonathan Bourne, jr.
Antelope	Bark	340	George Taber	S. Thomas & Co.
Benjamin Tucker	Ship	349	William Childs	C. R. Tucker & Co.
Chili	do	291	Godfrey King	Asel Howard
Contest	do	441	Thomas H. Norton	I. Howland, jr., & Co.
Cornelia	Bark	219	Ephraim Poole	John P. Knowles, 2d
Dr. Franklin	do	171	Beriah C. Manchester ..	Cobb & Manchester

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Jan. 8	July 23, 1860	160	140	.....
		June 14, 1860	210	5	.....
		Oct. 19, 1860	320	8	.....
North Atlantic.	Apr. 25	Sept. 3, 1860	67	15	.....
Atlantic	May 26	Sept. 4, 1862	740	.....	.....	Added 1860; sent home 280 sperm.
.....do	Feb. 7	Aug. 22, 1860	61	5	.....
.....do	Dec. 28	June 23, 1861	206	10	.....
.....do	May 5	Sept. 12, 1861	120	25	.....
.....do	July 17	.....	.....	.....	.....	Sold at Bombay; renamed <i>Hannah Maria</i> , and sailed under the English flag.
.....do	Dec. 28	.....	.....	.....	.....	Added 1860; built at East Boston 1860; captured and burned by rebel privateer <i>Calhoun</i> 1861.
.....do	Jan. 3	Aug. 14, 1860	84	130	.....
North Atlantic.	Jan. 13	Nov. 12, 1860	208	.....	.....
Atlantic	July 17	Aug. 11, 1863	150	100	.....
.....do	Feb. 7	Aug. 28, 1860	120	20	.....
North Atlantic.	Jan. 2	Aug. 25, 1860	321	9	.....
Atlantic	Dec. 28	Dec. 7, 1861	267	12	.....
North Atlantic.	Jan. 2	Aug. 14, 1860	81	136	.....	Added 1859.
Atlantic	Nov. 16	July 13, 1862	45	.....	.....	Transferred to Boston 1862.
.....do	Jan. 20	Aug. 22, 1861	30	706	.....	Sent home 110 sperm; transferred to Boston 1862.
Hurd's Island.	July 24	July 12, 1862	.....	3, 190	1, 850	
Desolation Id.	June 4	May 20, 1862	.....	1, 229	.....	Added 1860.
.....do	June 27	July 2, 1862	.....	497	.....
Davis's Strait.	May 29	Sept. 13, 1862	.....	564	10, 100	
.....do	May 1	Oct. 7, 1861	.....	695	14, 700	
.....do	Mar. 21	.....	.....	.....	.....	Sent home 8,000 bone; abandoned in Cumberland Inlet October, 1861.
Indian Ocean ..	Sept. 4	July 30, 1861	12	133	.....	Bought from Nantucket 1859.
Cumber'd Inlet	June 1	Oct. 22, 1861	.....	10	.....	Captain Lester died June 15, 1860.
Desolation Id.	June 13	.....	.....	.....	.....	Probably lost with all on board 1862; had sent home 700 barrels of elephant-oil.
South Atlantic.	Nov. 13	Jan. 20, 1861	.....	.....	.....	Arrived at New York; sold to Fairhaven 1861.
Indian Ocean ..	July 10	.....	.....	.....	.....	Sent home 18 sperm, 75 whale; condemned at Mauritius November, 1861.
Hurd's Island.	June 16	June 17, 1862	.....	968	.....	Sold to New London 1862.
Atlantic	May 16	July 2, 1862	110	.....	.....
.....do	May 7	Aug. 7, 1861	341	176	.....	Sent home 295 sperm, 200 whale, 1,600 bone; altered to a bark 1862.
.....do	May 19	May 4, 1864	55	.....	.....
Pacific Ocean ..	Oct. 2	Apr. 24, 1866	90	41	350	
Hudson's Bay.	Oct. 31	Oct. 12, 1863	.....	1, 500	24, 000	
Atlantic	May 8	.....	.....	.....	.....	Sent home 151 sperm; captured and burned by the <i>Alabama</i> , with 450 bbls. of oil, 1862.
Atl. and Ind...	May 21	Apr. 27, 1864	334	94	.....	Sent home 266 sperm; sold and broken up 1864.
.....do	May 30	Aug. 5, 1864	206	601	250	Sailed under Captain Morgan; returned because he died suddenly of heart disease, March 4, 1861; sent home 283 sperm and 5,000 bone; sold to New London, 1864, for Valparaiso.
Atlantic	May 5	Apr. 22, 1864	320	592	200	Sent home 150 sperm.
Atl. and Ind...	Nov. 11	Bought from Westport 1861; sent home 250 sperm and 150 whale; sold at Talcahuano 1864, to fit under the Chilean flag; name changed to <i>Mathieu & Branae</i> .

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1861.				
<i>New Bedford, Mass.—Continued.</i>				
Eben Dodge.....	Bark.....	291	Gideon C. Hoxie.....	B. Franklin Howland..
George & Susan.....	Ship.....	356	N. M. Jernegan.....	George and M. Howland
Hector.....	do.....	380	Amos A. Chase.....	William J. Rotch.....
John Wells.....	do.....	366	Matthew Fisher.....	Thomas Knowles & Co..
Joshua Bragdon.....	Bark.....	270	—— Spooner.....	Charles S. Randall.....
Lafayette.....	Ship.....	311	Obed Sherman.....	I. H. Bartlett & Sons..
Louisa.....	Bark.....	316	John Steen.....	Swift & Allen.....
Majestic.....	Ship.....	297	Alex. A. Tripp.....	S. Thomas & Co.....
Midas.....	Bark.....	326	Henry A. Howland..	James B. Wood & Co..
Niger.....	Ship.....	437	Francis J. Allen.....	William Hathaway, jr..
Nimrod.....	Bark.....	340	Alfred C. Davis.....	William Gifford.....
Northern Light.....	Ship.....	513	Jacob Taber.....	Jonathan Bourne, jr..
Palmyra.....	Schooner	100	E. S. Davoll.....	A. H. Potter & Co.....
Robert Morrison.....	Bark.....	307	Crary B. Waite.....	Thomas Knowles & Co..
Roscius.....	do.....	300	John M. Honeywell..	William P. Howland..
Sea Breeze.....	do.....	473	Joshua Weeks, jr..	Otis Seabury.....
Swallow.....	Ship.....	439	Frederick Slocum.....	William G. Blackler..
Tropic Bird.....	Bark.....	220	Charles H. Hagar.....	W. P. Howland.....
Washington.....	do.....	344	John D. Willard.....	J. Bourne, jr.....
<i>Fairhaven, Mass.</i>				
Arab.....	Bark.....	276	Joseph P. Nye.....	Damon & Judd.....
Kingfisher.....	Schooner	120	Thomas W. Lambert..	C. H. Tripp.....
Oxford.....	do.....	130	Otis B. Snow.....	I. F. Terry.....
Roswell King.....	do.....	134	Busel Tripp.....	Fisk, Robinson & Co..
Tekoa.....	do.....	143	John A. Benson.....	Damon & Judd.....
<i>Mattapoisett, Mass.</i>				
Sarah.....	Bark.....	179	James King.....	J. R. & W. L. Taber..
Willis.....	do.....	164	Bradford E. Briggs..	H. N. Barstow.....
<i>Sippican, Mass.</i>				
Admiral Blake.....	Schooner	120	William C. Hathaway	Peleg Blankenship.....
Altamaha.....	do.....	119	Benjamin B. Handy..	Stephen C. Luce.....
James.....	do.....	80	Allen D. Rider.....	Benjamin B. Handy.....
Retrieve.....	do.....	100	Zenas T. Eldridge..	do.....
<i>Westport, Mass.</i>				
Aurora.....	Ship.....	351	John Church.....	Andrew Hicks.....
Elizabeth.....	Bark.....	270	Hiram Francis.....	do.....
Kate Cory.....	Brig.....	132	Stephen Flanders.....	Alexander H. Cory.....
Sea Fox.....	Bark.....	246	John Horan.....	A. Hicks.....
<i>Warren, R. I.</i>				
Dromo.....	Bark.....	267	—— Ray.....	Charles T. Child.....
<i>Edgartown, Mass.</i>				
Ellen.....	Bark.....	232	—— Marchant.....	William H. Munroe.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atl. and Pacific.	Nov. 25	.....	.....	.....	.....	Captured and burned by the Sumter December 7, 1861.
Pacific Ocean ..	Aug. 28	Aug. 25, 1864	176	1,258	7,850	Sent home 1,026 sperm and 2,150 bone; built at Dartmouth 1809.
Atl. and Pacific.	May 23	.....	.....	.....	.....	Sent home 260 sperm, 140 whale, and 1,850 bone; captured and burned by the Shenandoah, at Ascension, 1865; value \$31,000, and oil.
Atl. and Ind. ...	June 26	.....	.....	.....	.....	Sold 570 sperm and 190 whale at Sydney.
Atlantic	June 17	Oct. 5, 1864	276	10	.....	Captain William Childs took Captain Spooner's place 1863; sent home 344 sperm; sold to New York for merchant-service 1864.
....do	May 29	Dec. 4, 1861	213	.....	.....	.....
....do	July 3	Nov. 23, 1864	540	5	.....	Sent home 460 sperm, 640 whale, 5,000 bone.
....do	June 12	Nov. 26, 1861	158	.....	.....	.....
Pacific Ocean ..	May 15	Aug. 28, 1865	229	3	.....	Sent home 327 sperm.
....do	May 21	May 21, 1865	454	3	.....	Captain Allen died at sea June 9, 1864; sent home 170 sperm; sent also 128 sperm by Golconda; burned by the Florida.
Atl. and Ind. ...	Aug. 26	Dec. 28, 1862	359	.....	.....	Altered from a ship 1861.
Hudson's Bay ..	Nov. 18	Oct. 17, 1862	.....	1,395	19,900	Bought from Fairhaven 1861; sent home 70 sperm.
Atlantic	Apr. 25	.....	.....	.....	.....	Bought from Mattapoisett 1861; sent home 120 sperm; withdrawn 1862 for a coaster.
Indian Ocean ..	June 5	Aug. 21, 1864	1,019	.....	.....	Sent home 120 sperm.
Atlantic	Oct. 8	Dec. 27, 1864	448	8	.....	Sent home 100 sperm; took a sperm whale which made 153 barrels.
Pacific Ocean ..	Oct. 1	Nov. 13, 1864	323	190	1,250	Sent home 635 sperm and 60 whale.
....do	May 1	Apr. 23, 1863	1,509	.....	.....	.....
Atlantic	Oct. 30	Nov. 28, 1863	125	.....	.....	Sent home 120 sperm.
Ind. and Pac. ..	July 22	May 26, 1865	136	1,075	5,100	Sent home 250 sperm, 400 whale, 8,960 bone.
Atlantic	Oct. 16	Sept. 24, 1862	447	.....	.....	Sold to New London to replace Alert.
....do	July 30	.....	.....	.....	.....	Added 1861; sent home 104 sperm; captured and burned by the Alabama 1863.
....do	June 5	Aug. 22, 1862	125	10	.....	Altered to a brig 1862.
....do	May 8	Aug. 14, 1863	17	6	.....	Sent home 100 sperm; bought from Sippican 1860.
....do	July 11	May 28, 1863	.....	6	.....	Bought from Stonington 1861; sent home 110 sperm.
Atlantic	May 9	Oct. 8, 1862	156	.....	.....	Sent home 153 sperm.
....do	June 9	Sept. 18, 1862	146	176	.....	.....
Atlantic	May 9	Sept. 27, 1861	135	.....	.....	.....
....do	May 21	.....	.....	.....	.....	Burned at sea by the rebel cruisers.
....do	May 16	Aug. 29, 1861	125	4	.....	.....
....do	May 16	.....	.....	.....	.....	Sent home 109 sperm; condemned at Fayal 1861.
Pacific Ocean ..	Nov. 20	Aug. 7, 1865	150	363	.....	Altered from a bark 1861; Edwin A. Sherman, third mate, died January, 1863, from injuries received from a whale; sold to New Bedford 1865; sent home 825 sperm and 6,700 bone.
Atlantic	May 13	Oct. 5, 1863	440	.....	.....	Sent home 350 sperm.
....do	Apr. 20	Apr. 18, 1862	305	12	.....	.....
Pacific Ocean ..	Nov. 4	Oct. 19, 1864	961	.....	.....	.....
Pacific Ocean ..	Nov. 5	Sent home 220 sperm; condemned at Paia 1864.
Atl. and Ind. ..	Jan. 5	Sent home 99 sperm; condemned at Barbadoes 1863.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1861.				
<i>Edgartown, Mass.—Continued.</i>				
Mary.....	Ship...	343	— Morrison.....	Abraham Osborn.....
<i>Nantucket, Mass.</i>				
Samuel Chase.....	Schooner	65	James McGuire.....	
<i>New London, Conn.</i>				
Atlantic.....	Schooner			
<i>Provincetown, Mass.</i>				
Alleghany.....	Schooner	95	— Cook.....	Daniel C. Cook.....
Alexander.....	do	75	— Rich.....	Johnson & Cook.....
Antarctic.....	do	136	— Cornell.....	J. E. & G. Bowley.....
Arizona.....	do	115	— Cook.....	Stephen Cook.....
Courseer.....	do	120	— Young.....	H. & S. Cook & Co.....
E. H. Hatfield.....	do	125	— Cook.....	E. & E. K. Cook.....
E. Gerry.....	do			
Emporium.....	do	80	— Caton.....	D. C. Cook.....
F. Bunchiulia.....	Bark	900	— Rich.....	Nickerson & Tuck.....
G. W. Lewis.....	Schooner	110	— Holmes.....	— Taylor.....
John Adams.....	do	99	Joseph Caton.....	John Adams.....
N. J. Knights.....	do	95	— Sparks.....	D. Connell.....
Oread.....	do	98	— Young.....	E. S. Smith & Co.....
Panama.....	Ship		George Pow.....	
Quickstep.....	Schooner	119	— Cook.....	E. & E. K. Cook.....
R. E. Cook.....	do	80	— Tilson.....	R. & E. Cook.....
Rienzi.....	do	108	— Goodspeed.....	J. E. & G. Bowley.....
S. R. Soper.....	do	130	— Abbott.....	Samuel Soper.....
V. Doane.....	do	99	— Cook.....	H. & S. Cook & Co.....
V. H. Hill.....	do	153	— Freeman.....	J. E. & G. Bowley.....
Watchman.....	do	140		
Weather Gage.....	do	105	— Small.....	H. & S. Cook & Co.....
<i>Orleans, Mass.</i>				
William Martin.....	Schooner	134	— Martin.....	Heman Smith.....
<i>Sag Harbor, N. Y.</i>				
Excel.....	Bark...	375	— Ross.....	O. R. Wade.....
John A. Robb.....	do	273	— Jennings.....	
Myra.....	Brig	150	Jacob Havens.....	W. & G. H. Cooper.....
Odd Fellow.....	Bark	239	— Weld.....	Wade & Brown.....
Susan.....	Brig	134	— King.....	H. & S. French.....
Union.....	Bark	300	— Ludlow.....	O. R. Wade.....
Bark Carib, 205 tons, Captain Fay, (San Francisco,) sailed April 18, 1861, for the Arctic; no further report.				
1862.				
<i>New Bedford, Mass.</i>				
Abigail.....	Ship...	310	Ebenezer F. Nye.....	Loum Snow.....
Ansel Gibbs.....	do	319	William Washburn.....	Jonathan Bourne, jr.....
Awashonks.....	Bark...	342	Peleg S. Wing.....	J. & W. R. Wing.....
Bartholemew Gosnold.....	Ship	356	John Bolles.....	I. Howland, jr., & Co.....
Black Eagle.....	Bark...	311	Charles E. Allen.....	S. Thomas & Co.....
Brunswick.....	Ship...	295	Allen T. Potter.....	J. & W. R. Wing.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Indian Ocean ..	June 19	July 26, 1865	656			
Shoals				125		Made five trips, humpbacking; sold to Dartmouth.
		Sept. 18, 1861	50			
Atlant'c	Jan. 1	Aug. 30, 1861	4	140		
do	Mar. 12	Sept. 23, 1861	170	3		
do	Mar. 28	Sept. 4, 1862	194	57		
do	Jan. 22	Aug. 14, 1861	38	145		Bought from Salisbury 1860; built 1858.
North Atlantic.	May 10	Oct. 4, 1861		Clean		Built 1861; sent home 50 sperm.
		May 21, 1862	181	239		
		Sept. 10, 1861	156			
Atlantic	Aug. 15	July 10, 1862	109	14		Sent home 119 sperm.
do		Sept. 23, 1862	372	48		Sent home 29 sperm.
do		Sept. 1, 1863	90	11		Captured and burned by rebel privateer Calhoun 1861.
do	Feb. 5					Reported also in September with 60 sperm, 180 whale.
do	Jan. 1	July 23, 1861	61	182		
do	Jan. 1	Aug. 5, 1861	130	116		Captured and burned by rebel privateer Calhoun 1861.
Atlantic	Jan. 9	Aug. 25, 1864	300	135		Sent home 285 sperm, 60 whale.
do	Mar. 25	Aug. 14, 1861	138	5		
do	Mar. 25					Captured and burned by a rebel privateer 1863.
do		Nov. —, 1862	75			
do	Jan. 1	Aug. 8, 1861	146	152		
do	Feb. 7	Sept. 11, 1862	131	134		
do		Oct. 13, 1861	20	360		
Atlantic	Jan. 1	Aug. 14, 1861	144	149		
Atlantic	Jan. 22	Sept. 6, 1861	336	27		Transferred to Boston 1862.
Atl. and Indian	July 22					Sent home 147 sperm; condemned 1863.
Atlantic	Oct. 15	Apr. 27, 1863	400	700	3,000	
South Atlantic	June 14	Apr. 20, 1863	240			Added 1861.
Atl. and Indian	Aug. 23	Mar. 13, 1864	555	335	2,600	
Atlantic	Oct. 14	July 13, 1863	150	150		Sold to New York 1863.
Atl. and Indian	Nov. 15	June 4, 1864	558	170	1,100	
North Pacific ..	July 31					Sent home 355 sperm, 1,548 whale, 6,100 bone; captured and burned by the Shenandoah 1865, in Ochotak; value, \$10,000 and catchings; Captain Nye immediately manned two boats and started to warn the rest of the fleet.
Hudson's Bay ..	Apr. 15	Oct. 11, 1863		1,000	17,580	Bought from Fairhaven 1861; sent home 20 sperm.
Atlantic	May 28	Aug. 1, 1865	207	239	1,050	Sent home 277 sperm, 500 bone.
Indian Ocean ..	Sept. 16	Apr. 16, 1866		566	3,750	Sent home 43 sperm, 1,080 whale, 14,700 bone.
Cumber'd Inlet	May 5	Sept. 24, 1863		1,650	30,000	
North Pacific ..	Oct. 15					Bought from Dartmouth 1862; captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 30 sperm, 1,230 whale, 5,000 bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1862.				
<i>New Bedford, Mass.—Continued.</i>				
Callao	Bark	324	Frederick S. Howland.	Henry Taber & Co.....
Camilla	do	489	Reuben T. Thomas.	Swift & Allen
California	Ship	306	Charles E. Cleveland.	I. Howland, jr., & Co...
Canton	do	280	Archelane Baker, jr...	C. R. Tucker & Co.....
Canton Packet	do	274	Obed Freeman	I. H. Bartlett & Sons...
Cleone	Bark	273	Maxfield	Edmund Maxfield
Corinthian	Ship	401	Valentine Lewis.....	Geo. & Matt. Howland ..
Dolphin	Schooner ..	27	Wash. T. Walker	W. T. Walker.....
Draco	Bark	257	John R. Lawrence	Jonathan Bourne, jr ...
Eagle	do	336	James R. Allen	Swift & Perry
Eliaba Dunbar	do .....	...	David R. Gifford .....	...
Euphrates	Ship	365	Thomas B. Hathaway ..	Edward W. Howland ..
Europa	do	360	Anthony Milton	Edward C. Jones.....
Fabius	do	432	Daniel B. Wood	C. R. Tucker & Co
Falcon	do	273	Richard Flanders	Thomas Knowles & Co...
Gazelle	do	340	Daniel F. Worth	Thomas Nye, jr
George Howland	do	374	Robert Jones	G. & M. Howland
George	do	980	Joseph D. Silva	Gideon Allen & Son
Globe	Bark	215	Alexander A. Tripp	Charles Tucker
Governor Troup	Ship	430	E. R. Ashley	E. C. Jones
Gratitude	Bark	337	Lewis N. Herendeen ..	Swift & Allen
Gypsy	do	360	Orlando G. Robinson ..	I. Howland, jr., & Co...
Helen Snow	do	299	Joseph S. Adams	Loum Snow
Henry Kneeland	Ship	304	John M. Soule	Benjamin B. Howard ..
Hercules	Bark	335	John G. Dexter	Swift & Perry
Hillman	Ship	383	S. W. Flak	H. Taber & Co
James Arnold	do	383	David H. Bartlett	do
James	do	321	Joseph H. Cornell	Thomas Nye, jr
Jireh Swift	Bark	454	Thomas W. Williams ..	Swift & Allen
John Dawson	do	237	John W. Cornell	J. & W. R. Wing
Lafayette	do	357	William Lewis	I. H. Bartlett & Sons ..
Levi Starbuck	Ship .....	..	Thomas Mellon .....	...
Marcella	Bark	210	Alfred K. Crosby	C. R. Tucker & Co
Martha, 2d	do	360	Barnard H. Dailey	William O. Brownell ..
Milwood	do	254	Rich W. Hathaway	G. Allen & Son
Morning Star	do	305	Harvey E. Luce	S. Thomas & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	Sept. 2	Aug. 30, 1865	<i>Bbls.</i> 296	<i>Bbls.</i> 301	<i>Lbs.</i> 1,550	Sent home 550 sperm, 710 whale, 5,000 bone.
North Pacific ..	Dec. 23	Apr. 11, 1867	.....	700	.....	Sent home 75 sperm, 3,256 whale, 41,500 bone.
....do	Aug. 25	Apr. 11, 1866	.....	1,198	17,150	James B. Wood, first mate, died January 1, 1866; sent home 80 sperm, 1,020 whale, 11,900 bone.
Indian Ocean ..	Dec. 23	Apr. 7, 1866	1,415	81	.....
Atlantic	Apr. 30	Nov. 27, 1862	311	2	.....
....do	Sept. 9	Nov. 21, 1863	160	.....	.....	Sent home 92 sperm.
North Pacific ..	Aug. 30	Apr. 20, 1866	374	1,620	18,750	Sent home 215 sperm, 1,973 whale, 53,100 bone.
Atlantic	May 20	.....	.....	.....	.....	Formerly in Havana trade; added 1862; No further report.
Atl. and Indian	June 19	Oct. 8, 1865	313	.....	.....	Sent home 900 sperm.
Atlantic	June 17	Oct. 7, 1864	138	900	.....	Silas B. Plato, second mate, and boat's crew lost while fast to a whale December 29, 1863; sent home 633 sperm, 5,800 bone.
....do	Aug. —	.....	.....	.....	.....	Captured and burned by the Alabama 1862.
North Pacific ..	Aug. 5	.....	.....	.....	.....	Captured and burned by the Shenandoah off Cape Thaddens 1865; value, \$39,000 and oil; sent home 1,883 whale, 19,400 bone.
....do	July 1	Sept. 16, 1867	90	230	.....	Sent home 178 sperm, 1,599 whale, 25,200 bone.
....do	Oct. 16	.....	.....	.....	.....	Sent home 285 sperm, 1,192 whale, 19,500 bone; lost on Solidad reef, coast of California, January 27, 1865.
Atlantic	July 8	June 17, 1865	197	792	.....
Indian Ocean ..	Aug. 25	Apr. 20, 1866	906	290	1,650	
Pacific Ocean ..	June 4	Apr. 16, 1866	.....	1,035	11,800	Sent home 364 sperm, 2,950 whale, 36,996 bone.
....do	June 3	May 27, 1864	3	5	.....	Sent home 612 sperm.
Atlantic	June 10	Aug. 31, 1864	23	4	.....	Sent home 831 sperm, 120 whale, 600 bone.
North Pacific ..	Dec. 9	June 4, 1867	40	400	5,000	Sent home 53 sperm, 2,206 whale, 23,800 bone.
Pacific Ocean ..	June 19	.....	.....	.....	.....	Sent home 410 sperm, 600 whale; struck an iceberg and lost in Arctic July 2, 1865.
....do	May 28	.....	.....	.....	.....	Sent home 174 sperm, 670 whale, 9,200 bone; captured and burned by the Shenandoah in Behring Strait June, 1865; sent 505 whale by Golconda, (burned by the Florida.)
....do	Oct. 9	May 13, 1867	175	600	10,000	Captain Adams died in the Arctic August 20, 1864; sent home 210 sperm, 729 whale, 15,300 bone.
North Pacific ..	Aug. 11	.....	.....	.....	.....	Sent home 419 whale, 5,200 bone; lost in the ice in the Arctic July, 1864.
....do	Sept. 2	May 8, 1865	222	60	5,800	Sent home 126 sperm, 2,073 whale, 19,800 bone.
....do	Oct. 28	.....	.....	.....	.....	Captain Fisk died February 23, 1864; sent home 20 sperm, 1,942 whale, 6,300 bone; captured and burned by the Shenandoah in Behring Strait June, 1865.
Atlantic	June 12	Dec. 19, 1863	380	.....	.....	Sent home 25 sperm.
....do	July 15	Oct. 29, 1865	822	401	.....	Sent home 350 sperm, 300 whale, 6,202 bone.
North Pacific ..	Sept. 2	.....	.....	.....	.....	Sent home 25 sperm, 1,540 whale, 20,950 bone; captured and burned by the Shenandoah June 22, 1865; value, \$40,000 and catchings; had 400 whale.
Atlantic	May 19	June 18, 1864	270	.....	.....	Sent home 548 sperm.
....do	May 20	.....	.....	.....	.....	Sent home 235 sperm; captured and burned by the Alabama 1863, with 184 sperm.
....do	Oct. —	.....	.....	.....	.....	Captured and burned by the Alabama five days out; value, \$32,000.
Atlantic	May 14	Oct. 27, 1864	99	.....	.....	Sent home 684 sperm.
North Pacific ..	Oct. 1	.....	.....	.....	.....	Captain Dalley died at sea April, 1864; captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 171 sperm, 1,113 whale, 22,477 bone.
Atlantic	July 1	Sept. 26, 1863	100	Sent home 204 sperm.
....do	Aug. 7	Apr. 21, 1863	90	Sent home 112 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1862.				
<i>New Bedford, Mass.—Continued.</i>				
Mount Wollaston	Ship	325	James M. Willis	Wood & Nye
Ohio	do	383	Matthew L. Smith	E. W. Howland
Ohio	Bark	237	Daniel Flanders	Loun Snow
Orray Taft	do	176	George E. Tyson	George Homer & Co
Osceola	Ship	300	Michael S. Hogan	Cranston Wilcox
Osceola, 3d	Bark	385	Jetur Rose	Swift & Perry
Pacific	do	231	Henry R. Plaskett	J. D. Thompson
Pioneer	do	330	George N. Macy	W. & G. D. Watkins
Plover	do	189	Benjamin Gifford	E. Maxfield
President, 2d	do	261	Edwin A. Luce	J. P. Knowles, 2d
Seine	do	129	Daniel B. Baxter	J. & W. R. Wing
Solon	do	321	Francis S. Worth	Thomas S. Hathaway
Swift	Ship	357	N. P. Gray	T. Knowles & Co.
Tamerlane	do	136	E. G. Cudworth	John Hicks
T. Winslow	Bark	124	— Dexter	J. P. Knowles, 2d
Union	do	197	Shadrach R. Tilton	T. Knowles & Co.
Virginia	do	197	M. C. Fisher	T. Knowles & Co.
Wave	do	236	Joseph D. Nye	Damon & Judd
<i>Fairhaven, Mass.</i>				
Alto	Bark	164	B. B. Briggs	H. N. Barstow
Erie	Ship			
Oxford	Brig			
<i>Mattapoisett, Mass.</i>				
Willis	Bark	300	Daniel Sherman	William Potter, 2d
<i>Dartmouth, Mass.</i>				
Cape Horn Pigeon	Ship	120	William C. Hathaway	Peleg Blankenship
<i>Sippton, Mass.</i>				
Admiral Blake	Schooner	119	Rufus Gray	Stephen C. Luce
Attamaba	do	101	Zenas F. Eldridge	Benjamin B. Handy
Emerald	do	145	Benjamin B. Handy	Obed Delano
Hopeton	Brig	80	Allen D. Ryder	Benjamin B. Handy
James	Schooner			
<i>Westport, Mass.</i>				
Greyhound	Bark	249	James M. Sowle	Henry Wilcox
Kate Cory	Brig	132	Stephen Flanders	Alexander H. Cory
Mattapoisett	Bark	150	George W. Beebe	Henry Smith
Sea Queen	do	261	Peleg W. Gifford	Andrew Hicks
<i>Provincetown, Mass.</i>				
Abby H. Brown	Schooner	131	— Higgins	E. & E. K. Cook
Acorn	Bark	215	— Allerton	Nickerson & Tuck
Alleghany	Schooner	93	— Cook	Daniel C. Cook
Alexander	do	75	— Rich	Johnson & Cook
Arizona	do	115	— Cook	Stephen Cook
C. L. Sparks	do	128	— Sparks	D. Conwell
Courser	do	130	Silas S. Young	H. & S. Cook & Co
E. B. Conwell	do	132	— Kilburn	D. Conwell
E. Gerry	do	104	— Small	C. A. Homan
E. H. Hatfield	do	125	— Cook	E. & E. K. Cook
Ellen Rispah	do	100	— Smith	Stephen Cook & Co
Estella	do	94	— Suow	J. E. & G. Bowley
G. W. Lewis	do	110	— Holmes	— Taylor

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
North Pacific ..	Nov. 24	June 13, 1867	140	700	12,000	Sent home 1,040 whale, 22,800 bone.
Pacific Ocean ..	June 17	June 19, 1866	1,334	12	.....
Atl. and Indian	Oct. 4	Dec. 11, 1864	.....	5	.....	Sent home 220 sperm, 300 whale.
Cumber'd Inlet.	Apr. 27	Oct. 25, 1867	.....	225	3,000	
Pacific Ocean ..	Aug. 5	July 14, 1863	.....	Clean	.....	Captured and burned by the Alabama 1862.
North Pacific ..	Nov. 4	May 11, 1865	.....	817	.....	Sent home 210 sperm, 375 whale, 4,900 bone.
Atlantic	Apr. 29	Nov. 6, 1864	176	.....	.....	Sent home 83 sperm, 1,780 whale, 42,500 bone.
South Pacific ..	Oct. 15	.....	.....	.....	.....	Sent home 15 sperm.
Atlantic	June 16	Oct. 6, 1864	85	.....	.....	Altered from a ship 1862; sent home 800 bone; lost on a reef north of Fajee Islands August 5, 1864; saved 265 sperm, 55 whale.
Pacific Ocean ..	July 8	June 11, 1865	661	2	.....	Sent home 657 sperm.
Atlantic	June 12	Oct. 19, 1863	60	.....	.....	Sent home 211 sperm.
Pacific Ocean ..	Oct. 12	.....	.....	.....	.....	Sent home 140 sperm.
North Pacific ..	Aug. 26	Apr. 11, 1865	63	1,194	1,400	Sent home 25 sperm; lost off Rorotonga July 15, 1863.
Atlantic	July 28	Oct. 5, 1863	15	.....	.....	Sent home 700 whale, 14,670 bone.
do	Apr. 23	Sept. 6, 1863	25	.....	.....
do	Aug. —	.....	.....	.....	.....	Sent home 226 sperm.
Atlantic	Oct. 26	Sept. 4, 1864	92	.....	.....	Captured and burned by the Alabama 1862.
Atlantic	Nov. 10	Sept. 15, 1864	228	2	.....	Sent home 370 sperm.
.....	.....	.....	.....	.....	.....	Bought from New Bedford 1862; sent home 319 sperm.
.....	.....	.....	.....	.....	.....	Disasted and abandoned off Cape Horn August, 1862.
.....	.....	.....	.....	.....	.....	Altered from a schooner; sailed 1862 or 1863; no report.
Atlantic	Nov. 24	Sept. 15, 1864	50	.....	700	Sent home 303 sperm, 195 whale; sold to New Bedford 1865; Mattapoisett's last whaler.
Pacific Ocean ..	Sept. 15	Apr. 9, 1866	.....	723	12,800	Sent home 325 sperm, 675 whale, 15,100 bone.
Atlantic	May 12	Oct. 18, 1862	10	5	.....
do	May 12	.....	.....	.....	.....	Captured and burned by the Alabama 1862.
do	May 20	Oct. 21, 1862	35	5	.....	Fought from Fairhaven 1862.
do	May 20	Oct. 18, 1862	138	.....	.....	Withdrawn 1862.
do	May 14	Sept. 6, 1862	62	7	.....
Atlantic	June 20	Oct. 16, 1864	350	.....	.....	Sent home 343 sperm.
do	June 26	.....	.....	.....	.....	Sent home 126 sperm; captured and burned by the Alabama 1862.
do	May 20	Apr. 14, 1864	75	20	.....	Sent home 110 sperm.
Indian Ocean ..	Sept. 18	Apr. 27, 1866	1,063	.....	.....
Atlantic	Jan. 29	Aug. 18, 1863	190	110	.....	Added 1862.
do	Apr. 13	Apr. 16, 1862	.....	.....	.....	Put into Gloucester leaking 650 strokes per hour; sold to Boston on voyage.
do	Jan. 11	Sept. 23, 1862	66	71	.....
do	May —	May —, 1863	.....	.....	.....	No report.
Atlantic	Jan. 11	Aug. 19, 1862	182	157	.....	Added 1862.
do .....	.....	June 18, 1863	75	225	.....	Captured and burned by the Alabama 1862.
do	Jan. —	Aug. 28, 1862	245	38	.....	Added 1862.
do .....	.....	Apr. —, 1863	50	.....	.....
do	Aug. 19	Oct. —, 1863	.....	.....	.....	No report.
do	Aug. 11	Aug. 11, 1863	50	30	.....	Added 1862; built at Essex 1856.
do .....	.....	Mar. —, 1863	100	.....	.....
do .....	.....	Sept. 1, 1863	90	10	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1892.				
<i>Provincetown, Mass.—Continued.</i>				
Montezuma	Schooner	92	— Curren	T. & S. Hilliard
N. J. Knights	do	95	— D. Conwell	do
Oread	do	96	— Young	E. S. Smith & Co
R. E. Cook	do	90	—	R. & E. Cook
Rising Sun	do	106	— Young	E. S. Smith & Co
V. Doane	do	99	—	H. & S. Cook & Co
Union	do	97	—	do
Walter Irvin	do	135	—	Samuel Soper
Watchman	do	140	—	do
Weather Gage	do	105	Samuel C. Small	H. & S. Cook & Co
<i>Boston, Mass.</i>				
Acorn	Bark	215	— Allerton	John Tyler
Rothschild	do	261	— Dimmick	Herman Smith
Sarah E. Lewis	Schooner	140	— Farwell	do
William Martin	do	134	— Martin	do
<i>Sandwich, Mass.</i>				
Ocean	Bark	185	Peleg Cornell	W. F. Lapham
<i>Holmes' Hole, Mass.</i>				
America	Bark	257	— Luce	Thomas Bradley
<i>Salem, Mass.</i>				
Falcon	Brig	159	— Holmes	J. C. Osgood
<i>Beverly, Mass.</i>				
Eschol	Brig	143	— Robertson	F. W. Choate
Thrivor	Schooner	95	— Holman	do
<i>New London, Conn.</i>				
Alert	Bark	302	Edwin Church	Richard H. Chapell
Arab	do	276	—	do
Electra	Ship	348	Oliver Sleson	Williams & Barnes
E. R. Sawyer	Schooner	196	— Rogers	R. H. Chapell
Gen. Williams	Ship	419	— Benjamin	Williams & Barnes
Georgianna	Brig	190	— Rogers	Williams & Haven
Monticello	Bark	356	— Chapell	R. H. Chapell
Pacific	Schooner	161	— Turner	Lawrence & Co
Pearl	Bark	195	— Bush	Williams & Haven
Pioneer	do	235	— Chapell	do
<i>Edgartown, Mass.</i>				
Europa	Ship	400	— Crosby	Abraham Osborn
Ocmulgee	do	—	—	do
Splendid	do	392	James B. Huxford	Abraham Osborn
Vineyard	do	381	— Caswell	Benjamin Worth
<i>Nantucket, Mass.</i>				
Islander	Ship	347	William Cash	Zenas L. Adams
Rainbow	do	80	{ James Maguire	Joseph B. Macy
			{ Robert F. Kent	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	Jan. —	Aug. 26, 1862	Bbls. 120	Bbls. 160	Lbs.	
do		Sept. 11, 1862	120	160	167	
do	Mar. 5	Sept. 18, 1862	64	42	...	Withdrawn 1864.
do	Dec. 2	Aug. 20, 1863	115	...	...
do	Jan. 28	Nov. 22, 1862	217	5	...	Added 1862.
do		July 23, 1863	...	200	...	Added 1862.
do		Nov. 12, 1862	106	22	...	
Atlantic		Nov. 13, 1862	122	10	...	Captured and burned by the Alabama 1862.
do		Apr. —, 1863	...	100	...	
Atlantic	Apr. 13	Aug. 31, 1863	250	50	...	Bought from Provincetown 1862; sent home 20 sperm; withdrawn 1863 for merchant-service.
do	May 7					Transferred from Orleans 1862; sent home 300 sperm, 100 whale; condemned at Inagua March, 1864.
do	Aug. 11	Aug. 6, 1864	150	2	...	Added 1862; sent home 43 sperm.
do	Apr. 18	Nov. 5, 1862	207	...	...
Atlantic	May 6	No report ...				Sent home 291 sperm; sold to Sag Harbor 1864.
Atlantic	Sept. 10	May 4, 1865	620	...	...	Sold to New Bedford 1865 to be broken up; Holmes' Hole's last whaler.
Atlantic	May 19	July 26, 1863	200	40	...	Built at Hanover 1862; sent home 218 sperm.
Atlantic	June 9	Sept. 7, 1863	210	...	...	Sent home 102 sperm.
North Atlantic	Aug. 19	May 27, 1865	10	3	...	Bought from Provincetown 1862; sent home 218 sperm.
Hurd's Island.	Dec. 23	June 8, 1864	...	2,241	...	Captured and burned by the Alabama 1862. Bought from New Bedford 1862 to replace the Alert.
Pacific Ocean ..	Aug. 5					Lost on Nunivak Island July 14, 1863.
Hurd's Island ..	July 24	May 25, 1864	...	556	...	Captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 150 whale, 1,500 bone.
Pacific Ocean ..	Oct. 4					
Cumber'd Inlet	May 9	Nov. 3, 1863	...	319	4,700	Lost at Hurd's Island February 1, 1864. Sent home 1,483 whale, 5,000 bone; captured and burned by the Shenandoah April, 1865, off Ascension.
Pacific Ocean ..	July 3	Oct. 6, 1864	5	1,117	19,700	
Desolation Iald	June 17					
Pacific Ocean ..	Nov. 1					
Hudson's Bay ..	May 24	Oct. 13, 1863	18	561	9,000	
North Pacific ..	Nov. 1	Apr. 7, 1866	...	1,358	11,400	Sent home 250 sperm, 2,950 whale, 31,800 bone.
do						Captured and burned by the Alabama 1862; value, \$51,750.
Indian Ocean ..	Aug. 11	Apr. 11, 1867	...	1,300	20,000	Captain Huxford came home in 1863 sick; sent home 340 sperm, 358 whale.
North Pacific ..	Nov. 5	Aug. 17, 1866	407	925	14,600	Sent home 850 whale, 12,100 bone.
Pacific Ocean ..	June 13	July 13, 1865	2,400	560	...	Sent home 1,800 pounds bone; sold to New Bedford.
Atlantic	May 8	July 3, 1862	35	56	...	
do	Nov. 17	June 23, 1863	22	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1862.				
<i>Nantucket, Mass.—Continued.</i>				
R. L. Barstow	Bark.....	200	Charles W. Hussey.....	Joseph B. Macy.....
1863.				
<i>New Bedford, Mass.</i>				
Andrews	Bark.....	303	Silas G. Baker	Jona. Bourne, jr.....
Annawan	do.....	159	John S. Howland.....	Edmund Maxfield.....
Arnolds	Ship.....	360	William T. Hawes.....	James B. Wood & Co.....
Benj. Franklin	Bark.....	164	Samuel T. Braley.....	E. Maxfield.....
Brewster.....	do.....	290	John A. Beebe.....	J. & W. R. Wing.....
Canton Packet	do.....	274	Charles E. Allen.....	I. H. Bartlett & Sons.....
Chas. W. Morgan.....	Ship.....	351	Thomas C. Landers.....	J. & W. R. Wing.....
Clarice	Bark.....	237	David R. Gifford.....	Edward C. Jones.....
Congress, 2d.....	do.....	376	Fra. E. Stranburg.....	Gideon Allen & Son.....
•				
Cornelius Howland.....	Ship.....	431	— Homan.....	Edward W. Howland.....
Coral	do.....	370	Jared S. Crandall.....	G. Allen & Son.....
Daniel Webster	do.....	336	Merrill W. Sanborn.....	S. Thomas & Co.....
Eliza Adams	do.....	463	Coddington P. Fish.....	E. C. Jones.....
E. Swift	Bark.....	425	Reuben Pontius.....	Swift & Allen.....
Emily Morgan.....	Ship.....	368	George Athearn.....	J. & W. R. Wing.....
Glendower	Schooner	112	Nehemiah West.....	Nehemiah West.....
Hecla	Bark.....	207	Barzillai Luce.....	Thomas Knowles & Co.....
Hunter	Ship.....	453	Asa S. Tobey.....	Jona. Bourne, jr.....
Isabella	Bark.....	315	Hudson Winslow.....	T. Knowles & Co.....
John P. West.....	do.....	490	Daniel J. Tinker.....	Simeon N. West.....
Josephine	Ship.....	446	James L. Chapman.....	Swift & Perry.....
Martha	Bark.....	271	William W. Thomas.....	Swift & Allen.....
Mary	Ship.....	237	Edwin P. Thompson.....	William O. Brownell.....
Mercury	Bark.....	340	George S. Tooker.....	do.....
Merlin	do.....	348	David Baker.....	William Watkins.....
Milo	Ship.....	401	Jona. C. Hawes.....	E. C. Jones.....
Naassau	do.....	408	Samuel Greene.....	Swift & Perry.....
Nimrod	Bark.....	340	James M. Clark.....	William Gifford.....
Northern Light.....	Ship.....	513	Jacob Taber.....	Jona. Bourne, jr.....
Oliver Crocker	Bark.....	352	Clothier Pierce, jr.....	James B. Wood & Co.....
Ontario.....	do.....	489	William M. Barnes.....	William O. Brownell.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	May 9	July 26, 1865	Bbls. 360	Bbls. 536	Lbs.	
Hudson's Bay ..	Apr. 29	Oct. 25, 1864	.....	1,046	17,150	
Atlantic	Apr. 8	May 5, 1865	1 21	45	.....	Bought from Mattapoisett 1862; returned once, damaged by a gale; sent home 210 sperm.
North Pacific ..	Dec. 1	Apr. 8, 1866	.....	800	13,000	Sent home 46 sperm, 1,836 whale, 20,000 pounds bone.
Atlantic	May 4	Sept. 11, 1865	233	.....	.....	Bought from Fall River 1862; sent home 340 sperm and 55 whale.
Indian Ocean ..	Oct. 17	Nov. 28, 1865	1,135	.....	.....	Bought from Mattapoisett 1863; sent home 30 sperm.
North Pacific ..	Dec. 3	.....	.....	.....	.....	Sent home 230 sperm, 1,430 whale, and 21,500 bone; lost April 3, 1867, in a typhoon off Japan; five men lost at same time; struck on Cape Syra and broke in two in ten minutes.
....do	Dec. 1	June 12, 1867	125	270	.....	Sent home 824 whale and 13,200 bone.
Indian Ocean ..	Apr. 30	Apr. 10, 1866	1,078	65	500	
North Pacific ..	June 3	.....	.....	.....	.....	Altered from a ship 1863; Captain Stranburg died 1865; captured and burned by the Shenandoah in Behring Strait June, 1865.
....do	Nov. 4	Apr. 21, 1867	15	2,000	30,000	Sent home 158 sperm, 3,798 whale, and 50,800 pounds bone.
....do	Nov. 25	May 11, 1867	40	400	5,000	Sent home 2,273 whale and 35,000 bone.
Hudson's Bay ..	Apr. 21	Oct. 27, 1864	.....	836	9,700	
North Pacific ..	Oct. 20	Apr. 22, 1867	30	700	10,000	Captain Fish came home sick 1866; sent home 206 sperm, 1,215 whale, and 8,450 pounds bone.
....do	Nov. 12	Apr. 14, 1868	.....	867	.....	Sent home 170 sperm, 2,183 whale, and 12,100 pounds bone.
....do	July 7	June 13, 1868	207	700	.....	Sent home 770 sperm, 1,890 whale, and 10,200 pounds bone.
Atlantic	June 5	.....	.....	.....	.....	Bought from Surry, Me., 1862.
Pacific Ocean ..	Oct. 25	May 29, 1867	140	.....	.....	Sent home 972 sperm and 11 blackfish.
....do	Oct. 20	May 21, 1865	191	1,694	.....	Sent home 10,400 pounds bone.
North Pacific ..	Sept. 29	.....	.....	.....	.....	Captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 100 sperm, 480 whale, and 7,180 bone.
....do	Dec. 9	Apr. 14, 1868	32	1,187	14,856	Captain Tinker came home 1867; sent home 409 sperm, 1,508 whale, and 28,000 bone.
....do	Apr. 14	June 12, 1867	95	1,200	.....	Sent home 12 sperm, 3,180 whale, and 45,700 pounds bone.
....do	Dec. 7	May 16, 1868	87	185	.....	Sent home 25 sperm, 731 whale, and 14,800 pounds bone.
....do	Dec. 16	.....	.....	.....	.....	Lost in North East Harbor, Ochotsk, 1864.
....do	July 20	May 25, 1867	35	550	.....	Sent home 70 sperm, 900 whale, and 44,230 pounds bone.
....do	Dec. 1	May 9, 1868	49	550	.....	Sent home 90 sperm, 2,013 whale, and 13,116 pounds bone.
....do	Nov. 26	May 7, 1869	223	.....	.....	Captured and bonded by the Shenandoah for \$46,000 1865; sold out 1872; sent home 2,431 whale and 9,780 pounds bone.
....do	Dec. 3	.....	.....	.....	.....	Captured and burned by the Shenandoah June, 1865, in Behring Strait; sent home 209 sperm, 683 whale, and 8,100 bone.
Indian Ocean ..	Apr. 15	.....	.....	.....	.....	Sent home 171 sperm, 220 whale, and 3,800 bone; captured and burned by the Shenandoah in Behring Strait June, 1865.
Hudson's Bay ..	Apr. 29	Oct. 24, 1864	18	1,270	30,900	
North Pacific ..	Oct. 26	Mar. 12, 1864	.....	6	.....	Altered from a ship 1863; sent home 170 sperm; returned having left Captain Pierce sick at Falklands.
....do	July 2	Collided with the Helen Mar September 27, 1866, and somewhat damaged; the crew refusing duty, she was abandoned with 1,050 whale; sent home 500 sperm, 2,150 whale, and 18,000 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1863.				
<i>New Bedford, Mass.—Continued.</i>				
Onward	Ship	461	William H. Allen	E. W. Howland
Oriole	Bark	404	Jared Jernegan	E. C. Jones
Ocean	Ship			
Osceola, 2d	Bark	197	Zenas E. Bourne	J. & W. R. Wing
Ospray	do	236	Reuben W. Crapo	Swift & Allen
Robert Edwards	Ship	356	Caleb O. Hamblen	E. C. Jones
Roscine	Bark	300	— Honeywell	W. P. Howland
Rousseau	do	306	Frederick A. Smith	G. & M. Howland
Samuel and Thomas	do	191	William Lewis	David B. Kempton
Sappho	do	320	Edward B. Coffin	Otis Seabury
Smyrna	do	219	Reuben Kelley	C. Hitch & Son
Solon	do	129	Charles B. Barstow	J. & W. R. Wing
Union	do	124	Amos C. Baker	J. P. Knowles 2d
Waverly	do	327	Richard Holley	D. B. Kempton
Wm. Gifford	do	320	John P. Fisher	William Gifford
Wm. Thompson	Ship	495	Jacob A. Howland	William C. N. Swift
<i>Fairhaven, Mass.</i>				
Favorite	Bark	298	Thomas G. Young	F. R. Whitwell
Joseph Maxwell	Ship	302	Ariel Chase	do
Pavilion	Brig	150	Ichabod Handy	Damon & Judd
Tekoa	Schooner	143	Valentine C. Long	do
<i>Mattapoisett, Mass.</i>				
Sarah	Bark	179	Elihu B. Handy	J. R. & W. L. Taber
<i>Sippican, Mass.</i>				
Admiral Blake	Schooner	120	William C. Hathaway	Peleg Blankenabip
Emerald	do	101	Zenas F. Eldridge	Benjamin B. Handy
James	do	80	George H. Keen	do
Sunbeam	do		Benjamin B. Handy	
<i>Nantucket, Mass.</i>				
Rainbow	Schooner	80	R. F. Kent	Joseph B. Macy
<i>Provincetown, Mass.</i>				
Alleghany	Schooner	95	— Nickerson	Daniel C. Cook
Alexander	do	75	— Rich	Johnson & Cook
Antarctic	do	136	— Cornell	J. E. & G. Bowley
Arizona	do	115	— Cook	Stephen Cook
Civilian	do	201	— Burch	S. K. Soper
E. B. Conwell	do	132	— Kilburn	D. Conwell
E. Gerry	do	104	— Small	C. A. Homan
E. H. Hatfield	do	125	— Small	E. & E. K. Cook
Emporium	do	80	— Leach	D. C. Cook
Estella	do	94	— Snow	J. E. & G. Bowley

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
North Pacific..	June 2	Apr. 10, 1866	180	1,200	.....	Made a great voyage, took, in all, 180 sperm, 5,630 whale, and 63,100 pounds bone.
... do	June 3	Sept. 2, 1866	443	4	.....	Bought from Fairhaven 1862; sent home 284 sperm and 688 whale.
Indian Ocean ..	Apr. 30	Apr. 2, 1866	.....	1,085	18,050	Captured and burned by the Alabama in '63. Sent home 500 sperm.
Atlantic	June 2	Nov. 13, 1864	534	20	.....	Sent home 600 sperm.
Indian Ocean ..	Aug. 5	Apr. 14, 1867	950	930	.....
Atlantic	Mar. 27	Dec. 19, 1863	300	.....	.....	Sent home 380 sperm.
Indian Ocean ..	Mar. 25	July 14, 1866	1,014	.....	.....
Pacific Ocean ..	Dec. 19	Jan. 18, 1866	489	209	.....	Bought from Mattapoisset 1863; shipped 5,724 gallons whale by Golconda; burned by Florida.
... do	Oct. 4	June 9, 1866	1,163	231	.....	Shipped 6,574 gallons whale by Golconda; burned by the Florida; sent home 280 sperm.
Atl. and Indian.	Dec. 3	.....	.....	.....	.....	Burned by the crew at St. Helena, with 380 whale on board; was built at Duxbury, Mass., 1822.
Atlantic	Oct. 23	June 24, 1865	117	351	1,600	Sent home 163 sperm and 300 whale.
... do	Oct. 9	Oct. 10, 1864	160	.....	.....	Sent home 100 sperm.
North Pacific..	Nov. 25	.....	.....	.....	.....	Mr. Holt, third mate, and boat's crew lost, fast to a whale, 1865; captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 455 whale and 8,300 pounds bone.
... do	Nov. 25	May 20, 1868	.....	447	1,337	Sent home 228 sperm, 1,710 whale, and 14,150 bone; shipped 5,484 gallons sperm by Golconda; burned by the Florida.
Hudson's Bay..	Mar. 17	Dec. 19, 1863	356	100	1,900	
North Pacific..	May 16	.....	.....	.....	.....	Sent home 240 whale and 4,500 bone; taken and burned by the Shenandoah June, 1865, in Behring Strait; the Favorite was built at Boston about 1812, launched 1815.
... do	Dec. 16	July 1, 1868	86	540	8,000	Stephen Bradley, 2d mate, drowned at Honolulu April, 1866; sent home 180 sperm, 900 whale, and 16,650 pounds bone; sold to New Bedford 1868.
Hudson's Bay..	June 15	.....	.....	.....	.....	Lost in Hudson's Bay, crushed by ice, 1863; seven men lost; survivors suffered severely from cold and exposure.
Atlantic	June 29	Nov. 20, 1863	100	6	.....
Atlantic	May 11	Nov. 23, 1864	21	5	.....	Sent home 427 sperm; sold to New Bedford 1865.
Atlantic	May 14	Oct. 9, 1863	105	8	.....
... do	May 23	Oct. 17, 1863	115	.....	.....	Bought from Fairhaven 1862.
... do	May 9	Aug. 27, 1863	47	15	.....	Withdrawn 1863; lost on Fortune Island February 11, 1864, loaded with salt.
... do	May 26	Aug. 17, 1863	45	5	.....	Sold to Plymouth 1863, for mackerel fishing.
Atlantic	July —	Sept. —, 1863	Clean	.....	.....
Atlantic	Feb. 14	Sept. 30, 1863	15	40	.....
... do	May 23	Jan. —, 1864	70	.....	.....
... do	May 26	Sept. 15, 1864	252	19	.....
... do	Feb. 3	Aug. 7, 1864	200	240	1,000	Sent home 80 sperm.
... do	Mar. 19	Sept. 15, 1864	340	60	.....	Sent home 163 sperm; withdrawn 1864.
... do	Mar. 2	Aug. 31, 1864	55	25	.....
... do	May 1	Aug. 18, 1863	120	114	.....	Sent home 43 sperm and 82 whale.
... do	Nov. 25	Oct. 31, 1864	185	54	Sent home 223 sperm and 70 hump.
... do	Jan. 14	Aug. 30, 1863	100	
... do	Apr. 8	Jan. —, 1865	45	65	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1863.				
Provincetown, Mass.—Continued.				
F. Bunchinia	Bark	200	— Goodspeed	J. E. & G. Bowley
Montezuma	Schooner	92	— Curren	Freeman & Hilliard
N. J. Knights	do	85	— Dyer	D. Conwell
R. E. Cook	do	80	— Cook	Jesse Cook
Rising Sun	do	108	— Young	E. S. Smith & Co.
Union	do	97	{ Nickerson	S. Freeman
			{ Smith	
V. Doane	do	99	— Dyer	H. & S. Cook & Co.
V. H. Hill	do	155	— Freeman	J. E. & G. Bowley
Walter Irvin	do	138	—	Samuel Soper
Watchman	do	140	— Tillson	Jesse Cook
Boston, Mass.				
Lewis Bruce	Brig	135	— Kilburn	Heman Smith
Wm. Martin	Schooner	134	—	do
			— Currier	
Salem, Mass.				
Falcon	Brig	159	— Holmes	J. C. Osgood
Beverly, Mass.				
Eschol	Brig	143	— Robertson	F. W. Choate
New London, Conn.				
Actor	Schooner	90	— Spicer	S. Chapman
Charles Colgate	do	250	— Rogers	Lawrence & Co.
Franklin	do	119	— Buddington	Richard H. Chapell
Geo. Henry	Bark	303	C. B. Chapell	Williams & Haven
Isabella	Brig	192	— Parsons	R. H. Chapell
J. D. Thompson	Bark	432	— Brown	Williams & Barnes
Sag Harbor, N. Y.				
J. A. Robb	Bark	273	— Greeno	H. & S. French
Myra	Brig	150	— Babcock	do
1864.				
New Bedford, Mass.				
A. R. Tucker	Bark	212	Isaachar H. Atkin	J. & W. R. Wing
Ansel Gibbs	Ship	319	C. B. Kilmer	Jona. Bourne, jr.
Antelope	Bark	340	George E. Tyson	S. Thomas & Co.
Black Eagle	do	311	Edwin W. White	do
Cleone	do	373	Hervey E. Luce	Edmund Maxfield
C. C. Comstock	Schooner	95	Nehemiah West	Nehemiah West
Congress	Ship	339	John A. Castino	Edward C. Jones
Cornelia	Bark	219	Warren Luce	John P. Knowles, 2d
Edward	do	274	Charles Worth	Thomas Knowles & Co.
Endeavour	do	252	— Wilson	Lorenzo Pierce
Fanny	do	391	James R. Hunting	Swift & Allen
Florida	Ship	330	Thomas E. Fordham	E. C. Jones
Gen. Pike	Bark	313	Shadrach R. Tilton	William Gifford

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	May 18	Sept. 15, 1864	Bbls. 35	Bbls. 150	Lbs.	Built at New London; sold 1864 to Charleston.
....do	Apr. 1	Aug. 18, 1863	135	.....	.....
....do	Jan. 14	July 23, 1863	.....	230	1,000	
....do	May 20	Aug. 31, 1863	22	87	.....
....do	Apr. 3	June 10, 1864	18	290	.....
....do	Apr. 3	Sept. 24, 1863	100	30	.....
....do	Dec. 4	Sept. 17, 1863	148	20	.....
....do	Jan. 20	July 23, 1863	.....	200	.....
....do	Apr. 8	Apr. —, 1865	75	185	.....
....do .....	.....	Aug. 19, 1863	175	.....	.....
Atlantic	May 1	Aug. 21, 1864	55	240	300	Sent home 100 sperm.
Atlantic	Jan. 30	.....	.....	.....	.....	Transferred from Orleans, 1862.
....do	May 27	Aug. 30, 1863	153	5	.....	{ Transferred from Orleans, 1862.
....do	Nov. 11	June 20, 1864	16	440	.....
Atlantic	Aug. 31	Sept. 30, 1864	90	20	.....	Sent home 80 sperm.
Atlantic	Oct. 29	May 13, 1865	17	100	.....
Cumberland St	June 15	Oct. 25, 1863	.....	151	2,150	Withdrawn 1864.
Desolat'n Isl'd	May 23	Apr. 9, 1865	.....	1,265	.....
Frobisher Strait	June 24	Sept. 8, 1864	.....	341	5,900	
Hudson Bay ..	Mar. 19	.....	.....	.....	.....	Lost in Hudson's Bay 1863.
....do	June 6	Oct. 4, 1864	.....	502	7,250	
North Pacific..	May 26	Mar. 19, 1868	.....	1,656	23,100	Bought from New Bedford 1863; Mr. Kenworthy, first mate, and boat's crew lost while fast to a whale; sent home 4,493 whale, 41,600 pounds bone.
South Atlantic	Aug. 3	Apr. 8, 1866	210	165	2,500	Shipped 230 sperm, 470 whale to Liverpool from Port Stanley; sent home 3,100 bone.
....do	Oct. 5	Apr. 18, 1866	.....	310	1,500	Sent home 70 sperm, 192 whale.
Atlantic	June 6	Nov. 3, 1865	299	241	.....	Sent home 810 sperm, 216 whale, 2,300 bone.
Hudson's Bay ..	Mar. 15	Oct. 1, 1865	.....	885	12,900	
....do	Apr. 30	.....	.....	.....	.....	Lost in Cumberland Inlet 1866; sent home 375 whale, 1,500 pounds bone.
....do	May 7	Oct. 1, 1865	.....	781	12,400	
Atl and Pacific	May 24	June 13, 1868	721	53	.....	Sent home 693 sperm, 179 whale, 3,896 bone.
Atlantic	Dec. 1	.....	.....	.....	.....	Bought from Edgartown 1864; formerly of
North Pacific..	May 31	.....	.....	.....	.....	.....; sent home 29 sperm; lost at Pernambuco January 19, 1866.
Atlantic	June 10	Nov. 1, 1865	52	.....	.....	Sent home 370 sperm, 1,900 whale, 26,500 bone; stove by ice and abandoned in Anadir Sea May 13, 1867.
Atl and Pacific	Aug. 2	.....	.....	.....	.....	Sent home 421 sperm.
North Pacific..	Oct. 26	May 15, 1868	.....	266	.....	Captured and burned by the Shenandoah 1865; value \$30,000 and oil.
....do	Sept. 1	Apr. 24, 1869	76	1,040	.....	Sent home 715 whale, 3,600 bone; sold to New York 1868; sold to Boston 1871, and broken up; built at Salem 1863.
....do	July 11	Sept. 20, 1868	150	653	3,730	W. J. Hunting, first mate, died in Arctic July, 1867; sent home 324 sperm, 2,992 whale, and about 57,400 pounds bone.
....do	May 17	.....	.....	.....	.....	Sent home 91 sperm, 1,035 whale, 44,950 bone.
....do .....	.....	.....	.....	.....	.....	Captain Tilton died February 25, 1865; captured in Behring Strait in June, 1865, by the Shenandoah, 220 captured whalemen put on board and the vessel bonded; sent home 484 sperm, 720 whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1864.				
<i>New Bedford, Mass.—Continued.</i>				
George	Bark	280	James E. Stanton	Gideon Allen & Son
Glacier	Schooner	262	George Taber	S. Thomas & Co.
Herald	Ship	303	Benjamin B. Handy	I. H. Bartlett & Sons
Henry Taber	Bark	355	David H. Bartlett	Henry Taber & Co.
Illinois	Ship	413	Joshua Davis	Wood & Nye
Isaac Howland	do	399	Jeremiah Ludlow	C. R. Tucker & Co.
James Arnold	do	393	Jacob L. Cleveland	H. Taber & Co.
James Maury	do	395	S. L. Gray	C. R. Tucker & Co.
Java	Bark	295	Manuel Enos	G. & M. Howland
Java, 2d	do	292	Nathan S. Smith	Charles Hitch & Son
Jireh Perry	Ship	435	Benjamin H. Halsey	Swift & Perry
John Dawson	Bark	237	James Cottle, jr.	J. & W. R. Wing
John Howland	do	377	Alexander Whelden	James H. Howland
Kathleen	do	312	Charles H. Robbins	J. & W. R. Wing
Lætitia	do	275	Joseph Stowell	do
Lagoda	do	341	Charles W. Fisher	Jona. Bourne, jr.
Leonidas	do	128	Francis M. Cottle	David B. Kempton
Louisiana	Ship	297	William H. Haskins	Thomas Nye, jr.
Mary and Susan	Bark	409	Phillip Howland	Thomas Knowles & Co.
Minerva Smyth	Ship	335	Obed Sherman	J. H. Bartlett & Sons
Minerva	Bark	291	Edward Pennington	Thomas Knowles & Co.
Milwood	do	254	James O. Aveline	Gid. Allen & Son
Morning Star	do	305	Charles E. Allen	S. Thomas & Co.
Napoleon	do	360	William C. Fuller	Charles Tucker
Northern Light	Ship	513	Benjamin Clough	Jona. Bourne, jr.
Oliver Crocker	Bark	352	John A. Lapham	James B. Wood & Co.
Orray Taft	do	176	George J. Parker	S. Thomas & Co.
Roscius	do	300	John M. Honeywell	William P. Howland
Roman	Ship	370	John C. Hamblen	E. C. Jones
Sophia Thornton	do	424	Moses G. Tucker	John R. Thornton
Spartan	do	333	Leonard B. Brownson	David B. Kempton
Stella	Bark	338	Seth M. Blackmer	Loun Snow
Stephania	do	315	James G. Sinclair	Jona. Bourne, jr.
Sunbeam	do	366	D. C. Barrett	J. & W. R. Wing
Thomas Winslow	do	133	John Grinnell	John Hicks
Tropic Bird	do	220	Charles H. Hagar	William P. Howland
Wm. Thompson	Ship	495	F. C. Smith	William C. N. Swift
Young Phoenix	do	377	Tristram P. Ripley	William Phillips & Son
<i>Fairhaven, Mass.</i>				
Alto	Bark	236	Joseph P. Nye	Damon & Judd

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic	June 21	Aug. 25, 1865	132			
Hudson's Bay ..	June 21	Nov. 13, 1865	16	328	5,500	Built at Fairhaven 1864.
Atlantic	Apr. 19	Dec. 19, 1864	110			
do	Sept. 3	Dec. 7, 1865	116	236		Sent home 110 whale, 2,800 pounds bone.
Pacific Ocean ..	Sept. 26	July 25, 1869		1,550		Sent home 139 sperm, 2,285 whale, 64,450 pounds bone.
North Pacific ..	Oct. 19					Captured and burned by the Shenandoah in Behring Strait June, 1865.
Atlantic	May 28	Nov. 2, 1865	494	10	300	Sent home 215 sperm.
North Pacific ..	June 1	May 18, 1866	151	691		Captain Gray died at Guam March 24, 1865; captured by the Shenandoah in Behring Strait June, 1865; bonded because Captain Gray's widow was on board; sent home 110 sperm, 965 whale, 26,333 bone.
Ind. and Pac ..	Aug. 25	Apr. 25, 1869	112	667	5,144	Sent home 1,075 whale, 13,500 bone.
Indian Ocean ..	Sept. 1	Oct. 13, 1867	1,600	70		Sent home 139 sperm, 2,285 whale, 64,450 pounds bone.
North Pacific ..	July 27	Mar. 26, 1868	81	1,147		Captain Halsey came home sick 1866; Captain Green came home 1867; sent home 269 sperm, 1,558 whale, 39,379 bone.
Atlantic	July 19	Nov. 18, 1866	252			Sent home 565 sperm.
North Pacific ..	June 25	May 29, 1871		1,800		Altered from a ship 1864; Captain Whelden came home sick 1865; sent home 228 sperm, 6,689 whale, 48,473 pounds bone.
Indian Ocean ..	June 25	May 23, 1867	200	200		Sent home 880 sperm, 1,250 bone; Captain Robbins came home sick 1865.
Pacific Ocean ..	Aug. 25	June 25, 1868	1,307	30		Sent home 241 sperm.
do	July 25	May 23, 1869	163	1,092	18,621	Sent home 88 sperm, 1,727 whale, 37,102 bone.
Atlantic	May 23	Aug. 18, 1865	21	42		Altered from a brig 1864; bought from Westport 1863; sent home 155 sperm.
Indian Ocean ..	Apr. 25					Lost in Kotzebue Sound July 9, 1865; oil saved; sent home 147 sperm, 21 whale.
Pacific Ocean ..	Aug. 30	July 3, 1867	850			Captain Howland died at sea November 11, 1866; sent home 917 sperm, 94 whale, and 600 bone.
Atlantic	Mar. 15	Dec. 6, 1864	272	7		Returned to whaling 1864.
North Pacific ..	Oct. 12	Apr. 12, 1868	6	1,314	22,671	Fourth mate drowned at New Zealand 1866.
Hudson's Bay ..	Apr. 24	Oct. 28, 1864	100			Sent home 227 sperm, 2,082 whale, and 39,200 bone.
do	May 14	Oct. 14, 1865		1,170	17,900	
Atl. and Pacific	May 31	Sept. 8, 1867	1,306	150	1,400	Sent home 151 sperm and 800 bone.
North Pacific ..	Dec. 8	Aug. 8, 1867	1,356	450		Sent home 14,200 bone.
do	Apr. 19	Apr. 6, 1868		674		Captain Lapham died at Plover Bay August 29, 1867; sent home 407 sperm, 2,438 whale, and 46,411 bone.
Hudson's Bay ..	Apr. 9	Oct. 6, 1865		472	7,250	
Atlantic	Mar. 1	Sept. 10, 1864	99	1		Returned on account of illness of Captain Honeywell; sent home 270 sperm.
Pacific Ocean ..	July 14	Apr. 27, 1868	156	1,006	9,060	Sent home 588 sperm and 2,284 whale.
North Pacific ..	Dec. 5					Captured and burned by the Shenandoah 1865; value, \$48,000 and catchings.
do	Nov. 23	Oct. 29, 1865	241			Bought from Nantucket 1864; sent home 312 sperm.
Atlantic	Aug. 10	May 8, 1866	422	225		Sent home 1,280 bone.
Pacific Ocean ..	June 22					Albert H. Wright, fourth mate, died July 4, 1866; sent home 41 sperm, 720 whale, and 13,750 bone; put into Sydney in distress and was condemned April, 1868; refitted, renamed Onward, and sailed under English flag.
North Pacific ..	Nov. 2	Apr. 27, 1868	203	669	8,028	Sent home 167 sperm, 806 whale, and 7,400 bone.
Atlantic	Mar. 15	July 23, 1863	23	309	1,450	Sent home 150 sperm.
do	Jan. 4	May 21, 1865	83	25		Sent home 200 sperm.
North Pacific ..	June 25					Sent home 316 sperm; captured and burned by the Shenandoah off Cape Thaddeus 1865; value, \$56,000 and catchings.
Ind. and Pac ..	May 14	Mar. 21, 1866	1,025	465	2,600	Shipped 400 whale to London from Cape Town; sent home 455 sperm, 224 whale, and 4,070 bone.
Atlantic	Nov. 19	Oct. 24, 1866	154			Sent home 14 sperm and 2 whale; sold to New Bedford 1867.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1864.				
<i>Fairhaven, Mass.—Continued.</i>				
Oxford	Brig	130	John Charry	Damon & Judd
Tekoa	do	143	John R. Taber	do
William and Henry	Ship	261	Charles F. Stetson	Isaiah F. Terry
<i>Sippican, Mass.</i>				
Admiral Blake	Schooner	120	William C. Hathaway	A. J. Hadley
Emerald	do	101	Zenas F. Eldridge	do
<i>Westport, Mass.</i>				
Elizabeth	Bark	270	Hiram Francis	Andrew Hicks
Gov. Carver	do	180	Thomas H. Macy	Henry Wilcox
Janet	do	194	Stephen Flanders	do
Mattapoisett	do	150	Weston M. Tripp	Henry Smith
Platina	do	266	Otis F. Hamblen	A. Hicks
<i>Edgartown, Mass.</i>				
Almira	Ship	372	— Osborn	Abraham Osborn
<i>Nantucket, Mass.</i>				
Rainbow	Schooner	80	Zenas M. Coleman	J. B. Macy
<i>Provincetown, Mass.</i>				
A. H. Brown	Schooner	131	— Higgins	E. & E. K. Cook
Alleghany	do	95	— Rich	Daniel C. Cook
Alexander	do	75	— Nickerson	Johnson & Cook
E. B. Conwell	do	132	— Marshall	David Conwell
E. Gerry	do	104	— Remington	A. Small
Ellen Kispah	do	100	— Smith	Stephen Cook & Co
Emporium	do	80	— Dyer	D. C. Cook
G. W. Lewis	do	110	— Holmes	— Taylor
Montezuma	do	92	— Leach	Freeman & Hilliard
N. J. Knights	do	93	— Dyer	D. Conwell
Quickstep	do	119	— Ryder	E. & E. K. Cook
Sassacus	do	160	— Cook	do
V. Doane	do	99	— Freeman	H. & S. Cook & Co
Walter Irvin	do	138	— Atkins	Samuel Soper
<i>Boston, Mass.</i>				
S. N. Smith	Schooner	150	— Martin	Heman Smith
Wm. Martin	do	134	— Cook	do
<i>Mattapoisett, Mass.</i>				
Sarah	Bark	179	Elisha B. Handy	J. R. & W. L. Taber
<i>New London, Conn.</i>				
Arab	Bark	276	— Church	Richard H. Chappell
Cornelia	Schooner	197	James T. Skinner	S. Hobson & Son
Era	do	188	— Bellows	Moses Darrow
E. R. Sawyer	do	126	— Rogers	R. H. Chappell
Geo. and Mary	Bark	163	Charles Jeffrey	Williams & Barns
Georgiana	Brig	190	— Keeney	Williams & Haven
Helen F	Schooner	108	— Chapell	R. H. Chapell
Isabel	do	85	— King	S. Chapman
Leader	do	81	— Newbury	Williams & Haven
Lydia	Bark	351	— Turner	Lawrence & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Hudson's Bay..	May 5	May 31, 1865	Bbls. 20	Bbls. 25	Lbs.	Sailed once and returned April 16, loading 1,000 strokes per hour; Captain Charry was presented with an elegant sextant by the British government, for rescuing the crew of English bark Joana burned at sea; sent home 50 whale and 795 bone.
Atlantic	Jan. 23	Sept. 29, 1865	32	32	.....	Sent home 607 whale and 9,350 bone.
North Pacific..	Nov. 23	May 25, 1866	126	994	8,420	
Atlantic	Apr. 29	Oct. 12, 1864	155	9	.....	Supposed to have foundered at sea with all on board.
do	May 20					
Atlantic	Feb. 3	Aug. 9, 1864	62	9	.....	Sent home 250 sperm.
do	Aug. 18	Nov. 11, 1864	33			
Atl. and Indian.	May 20	Sept. 1, 1867	180			Sent home 325 sperm.
Atlantic	June 15	Aug. 14, 1866	669	272	500	Sent home 130 sperm.
do	Oct. 3	Aug. 5, 1866	360	22	.....	Sent home 120 sperm and 30 blackfish.
do	Jan. 20	Mar. 14, 1867	931			Sent home 130 sperm and 793 whale.
North Pacific..	Aug. 8	Oct. 4, 1868	.....	1,310	.....	Sent home 184 sperm, 1,661 whale, and 70,000 bone.
Atlantic	May 4	Sept. 12, 1864	80	20	.....	Sold to Dartmouth.
Atlantic	Feb. 10	July 9, 1865	120	349	1,350	Sent home 107 sperm.
do	Feb. 10	Aug. 29, 1864	15	102	.....
do	Jan. 24	Sept. 28, 1864	60	80	.....	Sailed under Captain Kilburn, who died at Isle of Sal, January 19, 1867; sent home 40 sperm and 180 whale.
do	Oct. 10	Aug. 2, 1866	63	25	.....
do	Oct. 4	July 24, 1865	30	32	.....	Sent home 80 sperm.
do	Oct. 4	Aug. 13, 1864	43	227	1,300	
do	Oct. 17	Aug. 7, 1864	103	140	.....	Added 1864; sent home 66 sperm and 190 whale.
do	Feb. 20	July 8, 1865	71	110	.....
do	Jan. 24	Aug. 21, 1864	79		.....	Added 1864; sent home 84 sperm.
do	Jan. 2	Jan. —, 1865	20	80	.....
do	Oct. 25	Aug. 22, 1865	224	198	850	Added 1864; sent home 84 sperm.
do	July 12	Sept. 23, 1865	162	3	.....
do	Mar. 1	Aug. 9, 1865	136	119	500	Added 1864; sent home 84 sperm.
do	May 4	Aug. 23, 1865	136		400	
Atlantic	June 30	Sept. 9, 1865	180	100	.....	Added 1864; sent home 84 sperm.
do	Aug. 10	Aug. 12, 1865	80	270	1,100	
Atlantic	July 15	Nov. 23, 1864	21	5	.....
Hurd's Island..	Aug. 4	June 23, 1865	53	1,692	.....	Added 1864; sold to Groton 1866.
Hudson's Bay..	May 9	Oct. 11, 1865		300	4,200	
Cum. Inlet....	Aug. 31	Sept. 20, 1864				Bought from Boston 1864.
Hurd's Island..	July 14					Tender to the Roman; lost September 17, 1866, on Hurd's Island.
Hudson's Bay..	June 4	Oct. 10, 1865		180	2,800	Bought from Gloucester 1864; formerly of Westport.
Cum. Inlet....	Apr. 13	Oct. 10, 1865		766	15,250	Added 1864.
Hudson's Bay..	June 30	Sept. 18, 1865		Clean		
do	June 8	Oct. 28, 1864		Clean		Do.
Greenland	May 28	Sept. 11, 1865		287	5,000	Bought from Fairhaven 1864
Hurd's Island..	Aug. 18	May 17, 1865		1,734		

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1864.				
<i>New London, Conn.—Continued.</i>				
Monticello.....	Bark...	356	— Chapell	R. H. Chapell
Peru	do	259	— Hempstead	Williams & Haven.....
Pioneer	do	235	Ebenezer Morgan.....	do
Roswell King	do	134	— Church	R. H. Chapell
S. B. Howes.....	do	101	— Spicer.....	Williams & Haven.....
Somerset	do	211	— Ward	Lawrence & Co.....
<i>Sag Harbor, N. Y.</i>				
Balena.....	Bark...	301	— Jennings.....	H. & S. French
Concordia	do	265	— Rogers	O. R. Wade
Ocean	do	165	Davis C. Osborn.....	Davis C. Osborn.....
Pacific	do	314	{ — Pierson	H. & S. French..... }
Union	do	300	{ — Hunting.....	{
			— Hedges.....	O. R. Wade
1865.				
<i>New Bedford, Mass.</i>				
A. R. Tucker	Bark...	212	Asa G. W. nnell.....	J. & W. R. Wing.....
Active	do	333	O. G. Robinson.....	Loam Snow & Son.....
Adeline	Ship	329	John M. Soule	C. R. Tucker & Co
Alfred Gibbs.....	do	425	Edward E. Jennings..	Dennis Wood
Alpha	do	345	— Lawton	Edward W. Howland.....
Andrews	Bark...	303	Tim. C. Packard	Jonathan Bourne, jr.....
Annanwan	do	159	M. C. Fisher	Edmund Maxfield.....
Atlantic	do	367	Benj. F. Wing	J. & W. R. Wing.....
Aurora.....	do	351	James O. Aveline.....	Swift & Allen
Awashtonke	do	342	Ariel Norton.....	J. & W. R. Wing.....
Callao.....	do	324	Roswell Brown	Henry Taber & Co.....
Cherokee	do	261	Harry Eldridge	William Hathaway, jr
China	do	370	Charles H. Gifford	Wm. Phillips & Son
Cicero	do	252	John H. Paun	L. Snow & Son
Com. Morris.....	Ship	355	Jacob A. Howland	Swift & Perry
Courser	Bark...	381	Joseph Hamblen, jr.....	Charles Tucker.....
Daniel Webster	Ship	336	Benjamin Kelley.....	S. Thomas & Co.....
Daniel Wood	Bark...	345	Josiah Richmond	James B. Wood & Co.....
Deedemona	do	293	E. B. Phinney	G. & M. Howland
Eagle	do	336	Jas. H. McKenzie.....	Swift & Perry
Eliza	do	366	James M. Witherell.....	J. Bourne, jr
Eugonia	do	356	John Steen	Swift & Allen
Falcon	do	273	Francis Dougherty	Thos Knowles & Co
Gayhead	Ship	389	William H. Kelley	J. B. Wood & Co
George	Bark...	280	William L. Davis	Gideon Allen & Son.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Hudson's Bay..	June 30	Sept. 21, 1865	.....	271	3,900	Added 1864; Charles N. Marsh, third mate, died at Honolulu December 2, 1866; sent home 567 sperm, 1,660 whale, and 19,560 bone.
Pacific Ocean..	May 28	May 8, 1869	.....	.....	.....
Hudson's Bay..	June 4	Sept. 18, 1865	.....	1,391	22,650	Made best voyage on record; sold at \$35,900; cargo worth \$150,000.
Desol'n Island.	Aug. 23	Apr. 30, 1867	11	703	645	Sent home 1,100 whale and elephant and 4,000 bone; added 1864.
Greenland.....	Apr. 19	Oct. 5, 1865	.....	199	3,000	Bought from Boston 1864.
Desol'n Island.	June 4	.....	.....	.....	.....	Bought from Baltimore 1864; lost on Desolation Island August 26, 1864.
Atlantic.....	May 20	May 25, 1867	350	600	1,400	Bought from New Bedford 1863; sent home 123 sperm, 183 whale, and 3,600 bone.
Hudson's Bay..	June 3	Oct. 7, 1865	.....	70	900	Bought from Sandwich 1864. { Bought from New Bedford 1864; Captain Pierson died at Pernambuco Oct. 1864. Sent home 375 sperm; withdrawn for freighting 1868.
Pacific Ocean..	May 29	Apr. 16, 1866	183	30	.....
South Atlantic	July 26	Nov. 11, 1864	20	.....	.....
Atlantic.....	Nov. 28	No report .....	.....	.....	.....
South Atlantic.	Aug. 22	Aug. 10, 1867	300	300	.....
Atlantic.....	Dec. 4	Oct. 7, 1868	312	4	.....	Sent home 176 sperm, 200 whale, 1,900 bone. Mr. Taber, first mate, and boat's crew lost while fast to a whale July, 1866; Captain Robinson came home 1868; sent home 126 sperm, 2,092 whale, 35,130 bone.
North Pacific..	Nov. 8	Sept. 6, 1871	152	1,052	.....
.....do.....	Aug. 29	July 26, 1869	320	600	.....	Sent home 164 sperm, 449 whale, 17,535 bone. Sent home 679 sperm, 973 bone. Bought from Nantucket 1865; sold and broken up 1872; sent home 807 whale.
Pacific Ocean..	June 26	Sept. 7, 1869	670	.....	.....
North Pacific..	Dec. 9	Apr. 18, 1868	.....	566	9,790	Sent home 214 sperm, 22 whale. Sent home 40 sperm 675 whale, 6,000 bone. Bought from Westport 1865; Captain Aveline came home sick 1868; sent home 360 sperm 2,293 whale, 33,685 bone; sold to Salem 1871. Sent home 358 sperm, 2,040 whale, 24,530 bone. Jos. B. Baker, first mate, drowned while fast to a whale March 18, 1866; sent home 592 sperm, 87 whale, 900 bone. Sent home 459 sperm, 400 whale, 4,125 bone; sold to New York 1872. Altered from a ship 1865; sent home 415 sperm, 450 whale, 3,350 bone. Sent home 212 sperm, 312 whale, 17,106 bone. Bought from Falmouth 1864; sent home 1,510 sperm, 30 whale. Sent home 226 sperm, 400 whale, 9,223 bone; towed into Newport disabled by a gale, homeward bound.
Hudson's Bay..	Apr. 1	Apr. 25, 1866	.....	1,038	16,600	
Atlantic.....	June 14	July 21, 1867	340	.....	.....
Indian Ocean..	Oct. 3	Apr. 12, 1866	736	1,037	7,490	
North Pacific..	Nov. 14	Apr. 23, 1871	943	1,280	.....
.....do.....	Oct. 11	June 3, 1870	30	696	10,237	Altered from a ship 1865; sent home 304 sperm, 595 whale, 10,500 bone; lost on French Frigate Shoal April 14, 1867. Altered from a ship 1865. Sent home 3,100 whale, 40,000 bone; lost on Sea Horse Island (Ochotok) September 30, 1869, with 1,600 whale, 25,000 bone. Sent home 105 sperm. Sent home 257 sperm, 1,234 whale, 2,300 bone. Sent home 1,600 bone. Sent home 648 sperm, 2,879 whale, 44,346 bone. Sent home 455 sperm, 191 whale, 12,831 bone.
Atlantic.....	Nov. 15	Oct. 11, 1870	853	1	.....
Indian Ocean..	Sept. 11	June 10, 1869	200	436	643	Sent home 226 sperm, 400 whale, 9,223 bone; towed into Newport disabled by a gale, homeward bound.
Atl. & Indian..	May 13	Apr. 22, 1868	937	600	3,201	
North Pacific..	Oct. 17	Sept. 3, 1869	60	280	.....	Altered from a ship 1865; sent home 304 sperm, 595 whale, 10,500 bone; lost on French Frigate Shoal April 14, 1867. Altered from a ship 1865. Sent home 3,100 whale, 40,000 bone; lost on Sea Horse Island (Ochotok) September 30, 1869, with 1,600 whale, 25,000 bone. Sent home 105 sperm. Sent home 257 sperm, 1,234 whale, 2,300 bone. Sent home 1,600 bone. Sent home 648 sperm, 2,879 whale, 44,346 bone. Sent home 455 sperm, 191 whale, 12,831 bone.
Atlantic.....	May 10	Dec. 10, 1867	850	70	.....
North Pacific..	Oct. 17	Sept. 12, 1869	315	120	.....	Altered from a ship 1865; sent home 304 sperm, 595 whale, 10,500 bone; lost on French Frigate Shoal April 14, 1867. Altered from a ship 1865. Sent home 3,100 whale, 40,000 bone; lost on Sea Horse Island (Ochotok) September 30, 1869, with 1,600 whale, 25,000 bone. Sent home 105 sperm. Sent home 257 sperm, 1,234 whale, 2,300 bone. Sent home 1,600 bone. Sent home 648 sperm, 2,879 whale, 44,346 bone. Sent home 455 sperm, 191 whale, 12,831 bone.
Hudson's Bay..	May 20	Nov. 14, 1866	.....	703	11,500	
North Pacific..	May 16	.....	.....	.....	.....	Altered from a ship 1865; sent home 304 sperm, 595 whale, 10,500 bone; lost on French Frigate Shoal April 14, 1867. Altered from a ship 1865. Sent home 3,100 whale, 40,000 bone; lost on Sea Horse Island (Ochotok) September 30, 1869, with 1,600 whale, 25,000 bone. Sent home 105 sperm. Sent home 257 sperm, 1,234 whale, 2,300 bone. Sent home 1,600 bone. Sent home 648 sperm, 2,879 whale, 44,346 bone. Sent home 455 sperm, 191 whale, 12,831 bone.
Indian Ocean..	Sept. 5	June 1, 1869	698	20	900	
North Pacific..	June 7	.....	.....	.....	.....	Altered from a ship 1865; sent home 304 sperm, 595 whale, 10,500 bone; lost on French Frigate Shoal April 14, 1867. Altered from a ship 1865. Sent home 3,100 whale, 40,000 bone; lost on Sea Horse Island (Ochotok) September 30, 1869, with 1,600 whale, 25,000 bone. Sent home 105 sperm. Sent home 257 sperm, 1,234 whale, 2,300 bone. Sent home 1,600 bone. Sent home 648 sperm, 2,879 whale, 44,346 bone. Sent home 455 sperm, 191 whale, 12,831 bone.
Pacific Ocean..	July 1	Apr. 23, 1869	1,005	446	4,776	
Atlantic.....	June 6	Apr. 22, 1869	151	500	.....	Altered from a ship 1865; sent home 304 sperm, 595 whale, 10,500 bone; lost on French Frigate Shoal April 14, 1867. Altered from a ship 1865. Sent home 3,100 whale, 40,000 bone; lost on Sea Horse Island (Ochotok) September 30, 1869, with 1,600 whale, 25,000 bone. Sent home 105 sperm. Sent home 257 sperm, 1,234 whale, 2,300 bone. Sent home 1,600 bone. Sent home 648 sperm, 2,879 whale, 44,346 bone. Sent home 455 sperm, 191 whale, 12,831 bone.
.....do.....	Aug. 1	Sept. 16, 1867	250	500	.....
North Pacific..	July 11	Apr. 23, 1870	.....	1,200	17,000	Altered from a ship 1865; sent home 304 sperm, 595 whale, 10,500 bone; lost on French Frigate Shoal April 14, 1867. Altered from a ship 1865. Sent home 3,100 whale, 40,000 bone; lost on Sea Horse Island (Ochotok) September 30, 1869, with 1,600 whale, 25,000 bone. Sent home 105 sperm. Sent home 257 sperm, 1,234 whale, 2,300 bone. Sent home 1,600 bone. Sent home 648 sperm, 2,879 whale, 44,346 bone. Sent home 455 sperm, 191 whale, 12,831 bone.
.....do.....	Oct. 24	July 6, 1869	5	492	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1865.				
<i>New Bedford, Mass.—Continued.</i>				
George & Susan	Bark	356	Samuel F. Davis	G. & M. Howland
Globe	do	415	Alex'r A. Trip	C. Tucker
Herald	Ship	303	— Gillis	I. H. Bartlett & Sons
Hunter	do	355	Alden Beese	J. Bourne, jr
Islander	Bark	347	Richard Holley	David B. Kempton
James Allen	do	355	Eben Pierce	G. Allen & Son
James	Ship	321	F. C. Smith	Swift & Perry
John Wells	Bark	366	Aaron Dean	William O. Brownell
Lancer	Ship	395	William J. Macy	Joshua Richmond
Leonidas	Bark	122	Eben Cook	David B. Kempton
Louisa	do	316	Reuben W. Crape	Swift & Allen
Lydia	do	351	Thos. B. Hathaway	Edmund Maxfield
Marcella	do	210	Henry B. Chase	Chas. R. Tucker & Co
Massachusetts	do	364	Nathan B. Wilcox	Swift & Allen
Mars	do	270	George Gray	Gifford & Cummings
Mary Frazier	do	288	{ William Allen	Chas. Tucker
Midas	do	396	{ Andrew J. Fuller	Wm. O. Brownell
			David E. Drake	
Milton	Ship	288	Charles Grant	Henry Taber & Co
Minerva Smyth	do	335	Obed Sherman	I. H. Bartlett & Sons
Milwood	Bark	254	Isaac Allen	G. Allen & Son
Nautilus	do	374	George W. Bliven	do
Navy	do	356	William Davis	James B. Wood & Co
Norman	do	338	Peter E. Childs	Chas. S. Randall
Ocean	Ship	349	Albert D. Barber	John R. Thornton
Ohio	Bark	237	James W. Staplewood	L. Snow & Son
Onoclea, 3d	do	200	Peleg Cornell	Jacob B. Hadley
Ospray	do	236	Peter Gartland	Swift & Allen
Pacific	do	385	James R. Allen	Swift & Perry
Petrel	Schooner	90	John S. Howland	Chas. Thatcher & Co
President	Bark	223	Edmond Kelley	Taber, Read & Co
President, 2d	do	189	Benjamin D. Gifford	Edmund Maxfield
Rainbow	Ship	474	Nehemiah Baker	Wm. Gifford
Reindeer	do	450	George W. Raynor	Edward W. Howland
Robt. Morrison	Bark	307	Charles P. Worth	T. Knowles & Co
Roscius	do	300	Ezra W. Crape	Wm. Penn Howland
Roscoe	do	362	Geo. H. Macomber	L. Snow & Son
Sarah	do	179	Aaron C. Baker	John P. Knowles, 2d
Sea Breeze	do	473	Jas. A. Hamilton	Jona. Bourne, jr
Seine	do	281	Abner Smith	J. P. Knowles, 2d
Solon	Bark	129	John M. Shaw	J. & W. R. Wing
Spartan	Ship	333	Daniel W. Gifford	David B. Kempton
St. George	do	406	George H. Soule	Taber, Read & Co
Stafford	Bark	206	Chas. B. Barstow	J. & W. R. Wing

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atl. & Indian	June 1	Aug. 2, 1868	639	909	1,322	Altered from a ship 1865; sent home 436 sperm, 437 whale, 2,300 bone.
Atlantic	June 14	July 22, 1868	300	10	.....	Sent home 496 sperm.
.....do	Apr. 19	Nov. 12, 1866	115	2	.....	Sailed under Captain Honeywell, who came home sick 1865; sent home 316 sperm.
.....do	Aug. 31	Oct. 22, 1867	400	1,400	5,000	Sent home 110 sperm, 145 whale.
North Pacific	Nov. 11	June 12, 1869	279	274	2,200	Bought from Nantucket 1865; sent home 417 sperm, 2,083 whale, 33,715 bone.
.....do	Aug. 24	June 7, 1870	70	947	13,132	Sent home 135 sperm, 1,836 whale, 25,480 bone.
.....do	Dec. 6	June 8, 1871	65	347	.....	George G. Faville, fourth mate, killed by a whale December 27, 1867; Captain Jas. M. Green, who took Captain Smith's place, died 1870; sent home 731 sperm, 2,161 whale, 6,221 bone.
North Pacific	Sept. 20	Aug. 13, 1869	345	1,000	.....	Added 1865; sent home 294 sperm, 2,260 whale, 47,715 bone.
Atl. & Indian	May 24	Sept. 5, 1868	1,030	1	.....
Atlantic	Sept. 21	July 8, 1867	180	270	1,000	Sent home 95 sperm, 36 whale.
.....do	June 13	Nov. 2, 1868	470	.....	.....	Sent home 318 sperm, 36 whale.
North Pacific	Nov. 2	May 1, 1869	.....	766	.....	Added 1865; sent home 33 sperm, 504 whale, 16,898 bone.
Atlantic	Apr. 25	Apr. 13, 1867	85	5	.....
North Pacific	Aug. 15	May 10, 1870	39	1,025	16,050	Sent home 153 sperm, 4,056 whale, and about 11,000 bone.
Pacific Ocean	Oct. 29	Aug. 13, 1868	1,030	62	.....	Sent home 956 sperm.
Atlantic	June 23	Sept. 1, 1865	76	.....	.....
.....do	Sept. 7	Aug. 1, 1867	350	250	2,000	
North Pacific	Nov. 1	Mar. 24, 1869	38	1,302	10,480	Sent home 104 sperm, 1,561 whale, 15,016 bone.
Pacific Ocean	Aug. 15	June 29, 1869	1,330	.....	.....	Sent home 1,568 sperm.
Atlantic	Apr. 24	Dec. 10, 1865	140	.....	.....
Hudson's Bay	Apr. 19	Nov. 7, 1866	37	923	14,500	
North Pacific	June 13	July 5, 1869	92	1,000	10,000	Sent home 346 sperm, 1,833 whale, 31,974 bone.
.....do	Nov. 20	June 12, 1869	107	176	1,585	Altered from a ship 1865; sent home 136 sperm, 1,080 whale, 18,818 bone.
.....do	Oct. 12	May 26, 1871	74	376	1,495	Bought from Nantucket 1865; Captain Childs came home 1867; sent home 457 sperm, 2,200 whale, 41,957 bone.
.....do	Nov. 15	June 23, 1869	387	16	.....	Sent home 25 sperm, 725 whale, 22,112 bone.
Atlantic	May 16	Apr. 12, 1868	365	.....	.....	Sent home 555 sperm, 588 whale, 9,050 bone.
.....do	Sept. 4	Aug. 14, 1866	312	2	.....	Sent home 158 sperm, 70 whale.
.....do	May 2	Oct. 27, 1867	175	.....	.....	Sent home 619 sperm, 80 whale, 600 bone.
.....do	June 13	Oct. 13, 1867	300	650	2,000	Sent home 152 sperm, 400 whale, 2,900 bone.
.....do	Oct. 24	July 23, 1866	22	132	450	Added 1865.
North Pacific	July 11	Apr. 8, 1869	16	471	.....	Sent home 208 sperm, 1,817 whale, 42,351 bone.
Atlantic	Mar. 20	Nov. 13, 1865	100	.....	.....
North Pacific	Sept. 12	Apr. 20, 1870	91	1,177	13,040	Sent home 262 sperm, 441 whale, 1,000 bone.
.....do	June 13	Apr. 20, 1869	100	1,613	24,970	Sent home 3, 92 whale, 56,767 bone.
Atl. & Indian	July 6	June 1, 1868	692	378	440	Sent home 65 sperm, 500 bone.
Atlantic	Apr. 1	Sept. 15, 1866	122	21	.....	Sent home 97 sperm.
North Pacific	July 11	June 10, 1870	1,450	8	.....	Sent home 554 sperm, 1,128 whale, 1,550 bone.
Atlantic	May 1	July 22, 1867	180	.....	.....	Bought from Mattapoisett 1865; sent home 122 sperm.
North Pacific	Oct. 18	Apr. 11, 1871	.....	1,340	17,531	Abram Cuffee, first mate, and Stillman Smith, fourth mate, died 1866; Captain Hamilton's term of shipment expired 1868, and Captain Chas. Fisher took his place; sent home 5,638 whale, 54,803 bone.
.....do	Nov. 2	May 7, 1870	209	30	.....	Sent home 280 whale, 1,165 bone.
Atlantic	July 18	.....	.....	.....	.....	Took on voyage 210 sperm, 50 whale; wrecked and condemned at Barbadoes June 1866.
South Atlantic	Dec. 12	July 27, 1868	287	.....	.....	Sailed once and returned with captain sick; sent home 396 sperm, 100 whale, 400 bone.
North Pacific	Oct. 29	Sept. 10, 1869	420	270	3,200	Formerly in South American trade; added 1865; sent home 148 sperm, 2,046 whale, 34,323 bone.
Atlantic	Nov. 20	Oct. 18, 1867	240	Sent home 175 sperm, 48 whale.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1865.				
<i>New Bedford, Mass.—Continued.</i>				
Swallow	Ship	439	William Weeks	William Watkins
Tamerlane	Bark	357	Joshua B. Winslow ..	T. Knowles & Co
Thomas Dickason	Ship	454	Nathaniel Jernegan ..	G. & M. Howland
Thomas Winslow	Bark	126	John Grinnell	John Hicks
Three Brothers	Ship	394	Jacob Taber	C. R. Tucker & Co
Trident	Bark	449	Jetur R. Rose	Swift & Perry
Triton	do	300	John W. Cornell	J. & W. R. Wing
Tropic Bird	do	220	Lemuel P. Adams	W. P. Howland
Union	do	194	Abner Smith	J. P. Knowles, 2d
Vigilant	do	282	William Childs	W. Watkins
Washington	do	344	Silas G. Baker	J. Bourne, Jr
Wave	do	197	Elisha B. Handy	T. Knowles & Co
Willis	do	164	Bradford C. Briggs ..	Andrew H. Potter
<i>Fairhaven, Mass.</i>				
General Scott	Ship	333	William Washburn ..	Tripp & Terry
Oxford	Brig	130	Nathan Briggs	Damon & Judd
President	Schooner	60	S. B. Bourne	F. R. Whitwell, jr
Tekoa	Brig	143	Jos. D. Benjamin	Damon & Judd
<i>Dartmouth, Mass.</i>				
Matilda Sears	Bark	303	William D. Gifford ..	William Potter, 2d
<i>Sippican, Mass.</i>				
Admiral Blake	Schooner	120	{ Wm. C. Hathaway .. }	A. J. Hadley
Herald	Brig	175	{ Arthur H. Hammond }	Henry M. Allen
			{ John A. Kelley	
<i>Westport, Mass.</i>				
Elizabeth	Bark	270	Hiram Francis	Andrew Hicks
Greyhound	do	249	John E. Barker	Henry Wilcox
Mermaid	do	330	John Horan	Andrew Hicks
Sea Fox	do	246	David E. Allen	do
<i>Edgartown, Mass.</i>				
Champion	Ship	400	— Worth	Grafton N. Collins
<i>Nantucket, Mass.</i>				
E. H. Adams	Schooner	107	Zenas M. Coleman	Freeman E. Adams
R. L. Barstow	Bark	182	Charles W. Hussey ..	Jos. B. Macy
<i>Provincetown, Mass.</i>				
A. H. Brown	Schooner	131	—	E. & E. K. Cook
Alleghany	do	95	— Dyer	Daniel C. Cook
Alexander	do	75	— Carlow	Johnson & Cook
Antarctic	do	136	{ — Cornell	J. E. & G. Bowley
Arizona	do	115	{ — Hill	Stephen Cook
			{ — Cook	
C. H. Cook	do	149	do	do
E. H. Hatfield	do	125	— Rich	E. & E. K. Cook
Ellen Rispah	do	100	— Smith	Stephen Cook & Co
Emporium	do	80	— Chandler	Daniel C. Cook

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Indian Ocean ..	Sept. 9	Oct. 19, 1866	Bbls. 1,632	Bbls. 1	Lbs. 232	Charles F. Brown, second mate, drowned while fast to a whale December 23, 1865.
North Pacific ..	Aug. 23	May 30, 1869	116	1,448	3,892	Sent home 341 sperm, 90 whale, 9,575 bone.
....do	Oct. 21	July 15, 1869	270	1,150	3,000	Sent home 442 sperm, 1,018 whale, 30,993 bone.
Atlantic ..	Oct. 25	Apr. 23, 1867	40	210	500	Sent home 133 sperm, 37 whale, 450 bone.
North Pacific ..	Sept. 22	Aug. 9, 1869	100	1,800	20,000	Bought from Nantucket 1865; sent home 280 sperm, 2,316 whale, 49,911 bone.
....do	Nov. 16	June 10, 1871	.....	2,000	.....	Altered from a ship 1865; sent home 81 sperm, 4,074 whale, 36,779 bone.
Atlantic ..	June 12	May 31, 1868	139	.....	.....	Sent home 984 sperm.
....do	June 23	Nov. 11, 1866	255	.....	.....	Sent home 153 sperm.
....do	May 12	July 14, 1865	59	13	.....	Sailed again in August under Captain John Dimmick and was lost off Western Islands September 27, 1865.
... do	May 4	Oct. 13, 1837	175	275	1,400	Sent home 226 sperm.
North Pacific ..	Aug. 12	.....	.....	.....	.....	Sent home 245 sperm, 1,590 whale, 21,619 bone; condemned at San Francisco August, 1858.
Atlantic ..	May 18	Oct. 22, 1866	465	3	.....	Sent home 115 sperm.
....do	Aug. 15	.....	.....	.....	.....	Bought from Mattapoisett 1865; badly strained by cutting in in rough weather; condemned at Fayal 1866; sent home 406 sperm, 180 whale, 800 bone.
North Pacific ..	Oct. 18	Oct. 5, 1869	230	1,480	.....	Sent home 75 sperm, 915 whale, 37,577 bone.
....do	June 26	Dec. 4, 1865	.....	230	5,500	.....
....do	Nov. 6	.....	.....	.....	.....	Bought from New Bedford 1865; formerly a coaster; no report.
....do	Nov. 15	Sept. 29, 1866	176	98	.....	.....
Pacific Ocean ..	May 15	Apr. 8, 1869	365	72	.....	Sent home 1,103 sperm, 42 whale, 8,000 bone.
Atlantic	May 2	Aug. 31, 1865	285	2	.....	.....
....do	Dec. 28	Nov. 4, 1866	130	150	.....	.....
....do	Oct. 24	Aug. 9, 1866	237	277	.....	Added 1865 from the merchant service.
... do	Mar. 13	Nov. 4, 1865	260	3	.....	Sent home 20 sperm.
Atl. & Indian ..	May 24	Oct. 26, 1867	490	160	.....	.....
....do	Aug. 28	.....	.....	.....	.....	Mr. Perry, second mate, drowned while fast to a whale November, 1866.
Indian Ocean ..	May 24	May 2, 1867	920	.....	.....	Sent home 65 sperm.
North Pacific ..	Aug. 8	May 12, 1869	38	1,064	2,080	Sent home 41 sperm, 1,412 whale, 13,627 bone.
Atlantic ..	Apr. 18	Sept. 30, 1865	230	.....	.....	.....
....do	Nov. 19	Sept. 20, 1868	400	400	.....	.....
....do	Oct. 8	..... 1866	.....	.....	.....	No report.
....do	Feb. 1	Aug. 3, 1865	110	150	.....	.....
....do	Feb. 16	Aug. 27, 1865	46	110	450	Sailed again December 2; arrived September 5, 1866; 25 sperm.
....do	May 23	Aug. 21, 1865	240	48	.....	.....
....do	Sept. 26	July 24, 1867	25	40	.....	Sent home 145 sperm, 95 whale.
....do	Jan. 18	Aug. 27, 1865	102	33	100	Sailed again December 17, and July 30, 1867; 40 sperm.
... do	May 30	Aug. 25, 1865	249	102	493	Added 1865; sent home 260 sperm.
....do	Feb. 1	Aug. 31, 1865	160	186	800	Sailed again December 2, arrived October 24, 1866; 85 sperm.
....do	Jan. 12	July 15, 1865	39	162	600
....do	Jan. 30	Aug. 3, 1865	102	96	450

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1865.				
<i>Provincetown, Mass.—Continued.</i>				
Estella	Schooner	94	— Snow	J. E. & G. Bowley
Mary Curren	do	146	— Curren	Freeman & Hilliard
M. E. Simmons	do	160	— Taylor	E. & E. K. Cook
Montezuma	do	92	— Leach	Freeman & Hilliard
M. J. Knights	do	96	— Dyer	David Conwell
Quickstep	do	119	— Thompson	E. & E. K. Cook
Rising Sun	do	108	{ — Young	E. S. Smith & Co
Sassacus	do	160	{ — Clark	
S. R. Soper	do	130	— Ryder	E. & E. K. Cook
T. R. Hughlett	do			Samuel Cook
V. Doane	Schooner	99	— Dyer	H. & S. Cook & Co
V. H. Hill	do	155	— Small	J. E. & G. Bowley
Walter Irvin	do	138	— Atkins	Samuel Soper
Watchman	do	140	— Tillson	Jesse Cook
<i>Boston, Mass.</i>				
Louisa A.	Schooner	122	— Freeman	Heman Smith
S. E. Lewis	do	140	{ — Farwell	do
S. N. Smith	do	150	{ — Catap	
Wm. Martin	do	134	— Senter	do
<i>Salem, Mass.</i>				
Falcon	Brig	154	— Holmes	John C. Osgood
Para	Schooner	135	— Hussey	do
<i>Beverly, Mass.</i>				
Eachol	Brig	143	Bugbee	F. W. Choate
Thrivor	Schooner	95	— Wood	do
<i>New London, Conn.</i>				
Arab	Bark	276	— Church	Richard H. Chappell
Cornelia	Schooner	250	James Carbury	Lawrence & Co
Chas. Colgate	do	188	— Turner	Moses Darrow
Era	do	119	— Bellows	R. H. Chappell
Franklin	do	144	Buddington	Lawrence & Co
Golden West	do		Simson Church	
Isabella	Brig	192	— Chappell	R. H. Chappell
Monticello	Bark	356	— Comstock	do
S. B. Howes	Schooner	101	— Spicer	Williams & Haven
<i>Sag Harbor, N. Y.</i>				
Odd Fellow	Bark	239	— Weld	O. R. Wade
Pacific	do	314	— French	H. & S. French
<i>San Francisco, Cal.</i>				
C. E. Forte	Schooner		— Hazard	
1866.				
<i>New Bedford, Mass.</i>				
Abm. Barker	Bark	380	Andrew T. Potter	J. & W. R. Wing
Adelino Gibbs	do	327	Elisha Babcock	Jona. Bourne, jr.
Andrews	do	277	James B. Huxford	do
Ansol Gibbs	do	303	C. B. Kilmer	do
Armadillo	Schooner	282	Charles H. Hager	D. B. Greene & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Jan. 25	Aug. 25, 1865	90	171	650	
.....do	Feb. 20	May 24, 1866	.....	315	.....	Added 1865; sent home 507 sperm.
.....do	Feb. 10	July 17, 1866	51	252	.....	Added 1865; sent home 280 sperm.
.....do	Feb. 6	Aug. 14, 1866	230	90	.....
.....do	Jan. 25	Aug. 14, 1865	180	75	400	Sailed again December 22.
.....do	Oct. 31	Sept. 18, 1866	80	275	.....
.....do	Jan. 5	Aug. 14, 1865	129	155	600	
.....do	Oct. 4	Aug. 10, 1866	40	249	.....
.....do	Dec. 10	Aug. 21, 1867	190	45	.....	Sent home 60 sperm, 175 humpback.
.....do	May 4	Aug. 28, 1866	318	35	.....	Sent home 64 sperm.
.....do .....	.....	.....	.....	.....	.....	Added 1865; withdrawn same year; no report.
Atlantic	Jan. 24	Aug. 9, 1865	136	109	500	
.....do	May 26	Aug. 10, 1866	160	90	.....
.....do	Dec. 13	Sept. 19, 1866	130	12	.....	Sent home 35 sperm, 60 whale.
.....do	Jan. 24	Aug. 26, 1865	154	112	450	
Atlantic	July 17	Sept. 8, 1867	220	.....	.....	Added 1865; sent home 112 sperm, 175 whale.
.....do	Jan. 27	Aug. 3, 1865	120	100	.....	Sent home 131 sperm; brought in also 40 pounds of ambergris.
.....do	Oct. 2	June 9, 1867	70	.....	.....
.....do	Nov. 25	Sept. 2, 1867	240	.....	.....
.....do	Dec. 21	Sept. 12, 1866	203	18	.....
Atlantic	Jan. 11	Oct. 5, 1866	127	31	.....	Sent home 228 sperm, 105 hump, 470 bone.
.....do	Oct. 3	Oct. 20, 1867	.....	140	.....	Added 1865; sent home 200 humpback.
Atlantic	July 15	Sept. 4, 1866	168	21	.....	Sent home 140 sperm.
.....do	June 20	Oct. 5, 1865	45	.....	.....	Sailed again; ——— Wood, captain, November 15 and August 15, 1866; 131 sperm, 103 whale.
Hurd's Island ..	Aug. 9	June 6, 1866	35	2,064	3,900	Sold to New Bedford 1867.
Hurd's Island ..	June 5	May 28, 1867	.....	1,100	.....	No report.
Greenland	May 17	Nov. 9, 1866	.....	236	2,906	Sent home 850 elephant; added 1864.
Hudson's Bay ..	Apr. 25	Sept. 17, 1866	.....	534	8,940	
Desolation Isld.	Nov. 30	May 25, 1866	.....	651	500	Bought from Baltimore 1865; sent home 1,400 elephant.
Baffin's Bay ..	Mar. 7	Nov. 9, 1866	.....	584	10,500	
North Pacific ..	Nov. 18	.....	.....	.....	.....	Sent home 50 sperm, 2,411 whale; shipped 8,300 bone to Bremen; lost in the Arctic 1871.
Labrador	Oct. 26	Oct. 9, 1867	.....	300	6,000	
Atlantic	July 7	June 13, 1868	315	.....	.....	James M. Ward, first mate, died at Fayal, September 1, 1867; sent home 70 sperm 457 whale, 2,700 bone; sold to New London 1869.
Pacific Ocean ..	Aug. 14	.....	.....	.....	.....	Lost at Behring's Island July 30, 1866; third mate and five men arrived at Hakodadi, after being two months in an open boat.
Coast Cal .....	.....	Apr. 18, 1866	.....	1,000	.....
Pacific Ocean ..	June 19	May 24, 1870	1,852	53	.....	Bought from New York 1865; sent home 1,021 sperm, 913 bone.
Indian Ocean ..	July 10	May 12, 1870	1,413	685	.....	Sent home 150 sperm, 2 whale, 4,000 bone.
Atlantic	Oct. 17	May 2, 1867	90	3	.....
Hudson's Bay ..	May 1	Oct. 9, 1867	320	6,000	
Atlantic	July 18	Added 1866; lost at St. Eustatia March 25, 1867.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1886.				
<i>New Bedford, Mass.—Continued.</i>				
Progress	Bark	358	James Dowden	W. O. Brownell
Rocinus	do	302	Esra W. Crapo	William Penn Howland
Rousseau	do	305	James Hyland	G. & M. Howland
Sam'l and Thomas	do	132	Samuel H. Cromwell	David B. Kempton
Sappho	do	263	James T. Handy	Otis Seabury
Sea Ranger	do	273	William Lewis	I. H. Bartlett & Sons
Stamboul	do	260	Reuben Kelley	Charles Hitch & Son
Stella	do	270	Ebenezer F. Nye	Loum Snow & Son
Xantho	do	325	John A. Beebe	J. & W. R. Wing
<i>Fairhaven, Mass.</i>				
Ellen Rodman	Schooner ..	73	Thomas F. Lambert ..	George F. Wing
George J. Jones	do	126	John R. Tabor	James I. Church
John Hathaway	Brig .....	...	William H. Haskins ..	...
Oxford	do	91	Nathan Briggs	Damon & Judd
Selah	Bark	166	Heman N. Stewart	Benjamin H. Chase
Tekoa	Brig	99	William G. Morton	Damon & Judd
<i>Dartmouth, Mass.</i>				
C. Horn Pigeon	Ship	212	Charles H. Robbins	William Potter, 2d
Rainbow	Schooner ..	48	Robert D. Eldridge ..	do
<i>Marion*, Mass.</i>				
Herald	Brig	148	John A. Kelley	Henry M. Allen
Wm. Wilson	Schooner ..	92	William C. Hathaway ..	A. J. Hadley
<i>Westport, Mass.</i>				
Elizabeth	Bark	203	Hiram Francis	Andrew Hicks
Janet	do	154	Alonzo J. Marvin	Henry Wilcox
Mattapoisett	do	150	Alfred C. Davis	Henry Smith
Sea Queen	do	195	Charles C. Movers	A. Hicks
<i>Edgartown, Mass.</i>				
Europa	Ship	392	Thomas Mellen	C. B. Marchant
Mary	do	373	George A. Smith	William H. Munroe
Vineyard	do	349	— Smith	Grafton N. Collins
<i>Nantucket, Mass.</i>				
Amy	Bark	232	Joseph Winalow	Joseph B. Macy
B. Colcord	do	234	Edward McCleave	Freeman E. Adams
E. H. Adams	Schooner ..	107	Zenas M. Coleman	do
M. Wrightington	Bark	132	Elihu F. Turner	do

* Name changed

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
North Pacific ..	May 29	May 8, 1870	<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	Formerly the Charles Phelps of Stonington; added, rebuilt, and renamed 1866; sent home 1,490 whale, 39,692 bone. Condemned at Barbadoes, March, 1867.
Atlantic	Nov. 5	.....	.....	.....	.....	.....
Pacific Ocean ..	Oct. 4	June 13, 1870	1,471	.....	.....	.....
Atl. and Pac.	June 12	.....	.....	.....	.....	.....
Pacific Ocean ..	Oct. 1	July 5, 1870	1,263	9	.....	Sent home 460 sperm, 600 bone.
....do	July 17	June 23, 1869	1,096	.....	.....	Added 1866; formerly of Nantucket; sent home 630 sperm.
Atlantic	May 15	June 25, 1869	144	1,046	6,389	Bought from Boston 1865; sent home 260 sperm, 650 whale, 4,700 bone.
North Pacific ..	July 10	.....	.....	.....	.....	Lost on Foggy Island, Gulf of California, August 11, 1867; 2 men lost; sent home 6 blackfish.
Atl. and Ind ..	Nov. 17	Nov. 26, 1869	1,455	.....	.....	Bought from New York, 1866; formerly of Warren, R. I.
Atlantic	May 3	Sept. 13, 1866	116	3	.....	Bought from New Bedford 1865.
....do	June 28	Feb. 19, 1869	100	.....	.....	Bought from Dennis 1866; sent home 179 sperm.
.....	June —	.....	.....	.....	.....	Bought from Newport 1866; condemned at St. Thomas 1866.
Cumberland I.	May 1	Sept. 22, 1867	.....	280	8,000	Bought from Boston 1866; built 1849; sent home 353 sperm, 80 whale, 700 bone.
Atl. and Ind ..	May 29	May 25, 1869	25	.....	.....	Sent home 85 whale.
Atlantic	Nov. 14	Aug. 17, 1867	34	.....	.....	.....
Atl. and Ind ..	May 30	May 24, 1869	395	87	690	Sailed under Capt. Charles H. Robbins, who came home sick, 1866; sent home 1,002 sperm, 82 whale, 500 bone.
Atlantic	Dec. 13	Aug. 17, 1867	35	3	.....	.....
Atlantic	Dec. 12	Sept. 27, 1868	112	20	.....	Sailed once and returned on account of damage to boats and crew by a whale.
....do	May 18	Aug. 28, 1866	230	.....	.....	Bought from Plymouth 1866.
Atlantic	Jan. 31	Aug. 18, 1867	100	100	.....	Sent home 80 sperm.
....do	Dec. 21	June 16, 1869	391	140	700	Sent home 294 sperm.
....do	Nov. 13	Aug. 25, 1868	369	30	.....	.....
Indian Ocean ..	July 3	Sept. 5, 1869	910	.....	.....	Sent home 87 sperm.
North Pacific ..	Aug. 29	Aug. 17, 1872	148	230	4,000	Sent home 1,408 sperm, 2,870 whale, 35,293 bone.
....do	Sept. 22	.....	.....	.....	.....	Sent home 1,100 sperm, 920 whale, 15,115 bone; lost in the Arctic 1871.
....do	Oct. 25	Apr. 23, 1871	93	1,418	17,502	Sent home 334 sperm, 2,049 whale, 26,792 bone; sold to New Bedford and withdrawn 1872.
Pacific Ocean ..	May 30	.....	1,450	50	.....	Bought from Boston 1866; sold to Boston 1871.
....do	Nov. 6	.....	.....	.....	.....	Sent home 723 bone; Mr. Munroe, first mate, killed by falling from aloft January, 1871; sold at Talcahuano for whaling.
Atl. and Ind ..	May 8	Sept. 26, 1866	203	.....	.....	Mate James H. Bunker killed by a whale; altered to a brig 1867.
Pacific Ocean ..	July 2	Bought from Fall River 1866; sold at Talcahuano.

from Sippican 1866.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1866.				
<i>Wellsfleet, Mass.</i>				
Edith May	Schooner	135	— Gross	R. R. Freeman
<i>Provincetown, Mass.</i>				
A. H. Brown	Schooner	131	N. Y. Higgins	E. & E. K. Cook & Co
Alleghany	do	95	— Dyer	Daniel C. Cook
A. L. Putnam	do	178	— Handy	H. & S. Cook & Co
Alcyone	do	130	— Hudson	E. & E. K. Cook & Co
A. Clifford	do	118	— Dyer	H. & S. Cook & Co
Allegro	do	76	— Ryder	James Rich
Ada M. Dyer	do	119	Isaac A. Dyer	Alfred Cook
B. T. Crocker	do	118	— Chandler	John Atwood & Co
Cetacean	do	123	Nathaniel Atwood	A. T. Williams
C. H. Cook	do	149	— Cook	Stephen Cook
C. L. Sparks	do	130	H. Sparks	David Conwell
E. Gerry	do	104	{ — Dunham	A. Small
Ellen Rispah	do	100	{ John S. Smith	A. T. Williams
			— Taylor	Stephen Cook & Co
Emporium	do	80	— Young	Daniel C. Cook
E. P. Howard	do	83	— Hudson	E. & E. K. Cook
Estella	do	94	— Snow	J. E. & G. Bowley
G. W. Lewis	do	110	— Carlow	C. H. Rich
H. M. Simmons	do	146	— Cook	Stephen Cook
J. Taylor	do	174	— Smith	J. Atwood, jr. & Co
John A. Lewis	do	117	Lewis L. Chapman	B. A. Lewis & Co
L. P. Simmons	do	119	{ — Cornell	J. E. & G. Bowley
			— Atkins	
Mary G. Curren	do	143	— Farwell	Freeman & Hilliard
M. E. Simmons	do	160	— Parsons	E. & E. K. Cook & Co
Montezuma	do	92	— Nye	Freeman & Hilliard
N. J. Knights	do	95	— Dyer	David Conwell
Olive Clark	do	98	— Sparks	do
Quickstep	do	119	— Taylor	E. & E. K. Cook & Co
Rising Sun	do	108	— Clark	E. S. Smith & Co
Union	do	97	— Nickerson	P. N. Freeman
V. Doane	do	99	— Atkins	H. & S. Cook & Co
Watchman	do	140	— Stid	Isaiah Gifford
W. A. Grozier	do	168	Moses Young	E. S. Smith & Co
Winged Racer	do	100	Xenophon Rich	David Conwell
<i>Boston, Mass.</i>				
A. Pickering	Bark	253	— Jenks	Thomas L. Jenks
E. B. Phillips	do	144	— Ellerton	Joshua E. Bowley
Geo. Brown	Schooner	105	— Crenner	Lewis & Folger
Heman Smith	Brig	123	— Martin	Heman Smith
St. Elizabeth	Bark	144	— Ellerton	Joshua E. Bowley
Wm. Martin	Schooner	92	— Senter	Heman Smith
<i>Salem, Mass.</i>				
Falcon	Brig	159	— Macy	John C. Osgood
Wm. H. Shaller	Bark	175	— Marshall	do
<i>Newburyport, Mass.</i>				
Georgia	Schooner	127	Eben Bradbury	Sumner, Swasy & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	Feb. 26	Sept. 6, 1867	Bbls. 230	Bbls.	Lbs.	Added 1866; sent home 80 sperm.
Atlantic	Feb. 5	July 31, 1867	180	10		Sent home 87 sperm.
.....do	Jan. 31	Aug. 23, 1866	85	120		
.....do	June 7	Oct. 27, 1867	160	70		Added 1866; sent home 60 sperm.
.....do	June 10	Sept. 5, 1867	160			Added 1866.
.....do	Feb. 6	Sept. 1, 1866	106	140		
.....do	June 3	Aug. 28, 1866	83			Added 1866; withdrawn 1866.
.....do	Jan. 31	Sept. 1, 1866	158	140		Built at Essex, Mass., 1865.
.....do	Feb. 1	July 4, 1866		117		Added 1866; sent home 40 sperm; sailed again December 25; withdrawn 1868.
.....do	Jan. 27	Aug. 29, 1866	244	125		Built at Essex, Mass., 1865.
.....do	Jan. 17	Aug. 10, 1867	100			Sent home 224 sperm, 8 blackfish.
.....do	May 14	Aug. 10, 1867	100	50		Added 1866; sent home 130 sperm, 15 blackfish.
.....do	Feb. 13	July 4, 1866		97		
.....do	Aug. 14	Aug. 13, 1867		200		
.....do	Feb. 6	July 22, 1866	169	130		Sailed again in December 25; ——— Nickerson, captain; arrived August 19, 1867; 70 sperm, 165 whale.
.....do	Jan. 31	Aug. 24, 1866	50	100		
.....do	Feb. 13	May 28, 1866		64		Added 1866; withdrawn 1866.
.....do	Jan. 22	Aug. 24, 1866	45	175		
.....do	Jan. 22	Aug. 27, 1866	70	140		Sailed again December 13, arrived August 10, 1867; 80 sperm, 60 whale.
.....do	Feb. —	Oct. 15, 1867	400			Sent home 120 sperm; added 1866.
.....do	Feb. 28	June 28, 1867	30	130		Sent home 45 sperm, 60 whale; added 1866.
.....do	Feb. 5	Nov. 27, 1866	138			Built at Ipswich, Mass., 1865.
.....do	Apr. 26	Sept. 1, 1866	240	15		
.....do	Oct. 24	Sept. 30, 1867		110		Added 1866.
.....do	July 3	June 2, 1867	25			
.....do	Aug. 16	May 31, 1868		809		Sent home 850 elephant.
Decolation Isl'd	Dec. 19	July 29, 1867	160	35		
Atlantic	Jan. 6	Aug. 22, 1866	90	125		
.....do	Nov. 26	Sept. 13, 1867	100	20		
.....do	May 20	Aug. 28, 1866	50			Added 1866.
.....do	Nov. 24	Sept. 8, 1867	200	200		
.....do	Dec. 19	Sept. 8, 1867	260			
.....do	Jan. 13	Oct. 10, 1866	70	80		
.....do	Nov. 18	Sept. 14, 1867	50			Sold to Fairhaven 1866.
.....do	Feb. 13	Aug. 22, 1866	68	70		
.....do	Jan. 11	Aug. 30, 1866	75	90		
.....do	Jan. 6	Aug. 15, 1867	30			Built at Kennebunkport, Me., 1866; sent home 124 sperm.
.....do	May 1	Sept. 19, 1866	130			Bought from Wellfleet 1865.
Pacific Ocean	Apr. 26					Added 1866; W. S. Maxfield, first mate, died April, 1868; sent home 513 sperm, 8 whale.
Atlantic	Mar. 9	Oct. 29, 1867	30	10		
.....do	Feb. 17					Sold to New London 1868; added 1866; wrecked and sold at Bermudas September, 1868.
.....do	July 28	Sept. 20, 1868	170	20		Added 1866; sent home 138 sperm.
.....do	Mar. 9					Added 1866; William Lewis, first mate, drowned at Fayal 1866; condemned.
.....do	Nov. 24	Aug. 27, 1867	225			
Atlantic	Nov. 26	Apr. 21, 1868		6		
.....do	Oct. 17	Oct. 13, 1867	100			Added 1866; formerly in African trade.
Atlantic	Oct. 31	Sept. 21, 1868	138	4		Whaling company formed 1866 and Georgia bought; sold to Brewer, Me., 1869.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1866.				
<i>Beverly, Mass.</i>				
Thrifter	Schooner	93	— Woods	F. W. Choate
<i>New London, Conn.</i>				
Acero Barns	Bark	296	Charles Jeffrey	Williams & Barnes
Geo. and Mary	do	105	Horace M. Newbury	do
Georgiana	Brig	128	— Spicer	Williams & Haven
Helen F.	Schooner	106	— Smith	do
Leader	do	57	George W. Bailey	do
Pioneer	Bark	212	Ebeneser Morgan	do
Quickstep	Schooner	105	— Chester	Williams & Barnes
Roman	do	350	— Church	Richard H. Chapell
S. B. Howes	do	101	— Keeney	Williams & Haven
U. D.	do	77	— Baddington	S. Chapman
<i>Groton, Conn.</i>				
Cornella	Schooner	148	Lorenzo B. Baker	Ebeneser Morgan
<i>Sag Harbor, N. Y.</i>				
Concordia	Bark	217	— Skinner	O. R. Wade
J. A. Robb	do	244	— Green	H. & S. French
Myra	Brig	116	— Babcock	do
Ocean	Bark	239	— Weld	do
<i>New York, N. Y.</i>				
Minnesota	Ship	243	Sidney L. Pierce	Lorenzo Pierce
1867.				
<i>New Bedford, Mass.</i>				
Alaska	Bark	340	Shubael H. Norton	Jonathan Bourne, jr
Albion	do	328	Albert A. Thomas	Nathaniel T. Gifford
Alto	do	200	Elias H. White	Charles H. Gifford
Andrews	do	277	Tim. C. Packard	J. Bourne, jr
Annawan	do	108	Edward K. Russell	Edmund Maxfield
Ansel Gibbs	do	303	James B. Huxford	J. Bourne, jr
Arab	do	278	Frederick P. Cole	William T. Smith
Arnolds	Ship	340	James A. Crowell	James B. Wood & Co
Avola	Bark	230	Zenas E. Bourne	John P. Knowles, 2d
Camilla	do	328	Benj. F. Jones	Swift & Allen
Catalpa	do	202	Obed Pierce	N. T. Gifford
C. W. Morgan	do	314	George Athearn	J. & W. R. Wing
Concordia	do	368	Robert Jones	G. & M. Howland
Corn'ls Howland	Ship	333	John A. Luce	Edward W. Howland . }
			B. F. Homan	
Daniel Webster	do	327	George F. Marvin	William O. Brownell
D. N. Richards	Schooner	92	Elisha D. Russell	William Penn Howland
Edw'd Everett	Bark	187	Joseph D. Silva	Gideon Allen & Son

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	Oct. 31	Aug. 14, 1867	Bbls. 80	Bbls. 170	.....	Sold to Boston 1867.
Ind. and Pacific	June 6	Apr. 24, 1871	.....	850	11,500	Built at New London 1866; sent home 65 sperm, 1,939 whale, 27,745 bone.
Hudson's Bay..	Apr. 18	Sept. 14, 1867	.....	500	10,000	
Cumberl'd Inlet	July 19	Nov. 29, 1867	.....	800	16,000	
.....do	July 16	Nov. 10, 1867	.....	50	.....
Atlantic	Dec. 25	No report...	.....	.....	.....
Davis's Strait..	Apr. 28	Nov. 14, 1866	.....	340	5,300	Rebuilt 1865; originally built at Charlestown, Mass., for a Government transport; first steam whaler from United States.
Cumberl'd Inlet	June 28	Sept. 14, 1868	.....	362	6,600	Added 1866.
Desolation Isld.	Aug. 23	June 2, 1867	19	1,684	815	Added 1866; formerly of New Bedford bought from United States.
Cumberl'd Inlet	June 28	Oct. 9, 1866	.....	248	5,600	
Davis's Strait..	June 6	Sept. 26, 1866	.....	Clean	.....	Added 1866; sold to Fairhaven 1867.
Hudson's Bay..	Apr. 18	Oct. 31, 1867	.....	200	.....	Bought from New London 1866.
Hudson's Bay..	May 11	Sept. 13, 1867	.....	440	7,300	
South Atlantic	July 24	.....	.....	.....	.....	Sold at St. Helena March 1868.
Atlantic	May 28	Dec. 30, 1867	.....	.....	.....	Sent home 80 sperm; no other report.
South Atlantic.	Aug. 9	.....	.....	.....	.....	Lost 1867.
Atlantic	May 29	May 16, 1868	321	.....	.....	Bought 1866; built at Philadelphia 1849; fitted from New Bedford; Captain Pierce came home sick 1867; sent home 40 sperm.
Pacific Ocean ..	Aug. 21	Apr. 19, 1871	.....	751	10,161	Built 1867; sent home 987 sperm.
.....do	Dec. 25	.....	.....	.....	.....	Bought as a ship from New York 1867; formerly of Fairhaven; built at Haverhill; sold to Auckland, N. Z., as the nucleus of a whaling company there; sent home 287 sperm.
.....do	June 7	.....	.....	.....	.....	Bought from Fairhaven 1867; sent home 595 sperm; lost on reef near Falkland Islands 1870, with 515 sperm, 475 whale.
Hudson's Bay..	May 20	.....	.....	.....	.....	Lost at Harrison's Point, Cumberland Inlet, November 14, 1867.
Atlantic	Oct. 1	May 3, 1870	145	.....	.....	Sent home 288 sperm.
.....do	Oct. 23	Apr. 23, 1868	260	.....	.....
Pacific Ocean ..	June 25	.....	.....	.....	.....	Bought from New London 1867; sent home 1,334 sperm, 673 whale; condemned at — 1871.
.....do	June 25	June 18, 1871	975	.....	.....	Sent home 62 sperm.
Indian Ocean ..	Aug. 22	Oct. 13, 1870	775	.....	.....	Bought from Boston 1867; built at Waldoborough, Ma., 1841; Sent home 55 sperm.
Pacific Ocean ..	July 16	July 5, 1871	1,275	.....	.....	Sent home 1,009 sperm.
.....do	May 8	May 27, 1871	235	.....	.....	Added 1866 from New York; formerly a whaler; sent home 430 sperm; sold to Gloucester 1873.
.....do	July 17	Aug. 16, 1871	567	1	.....	Sent home 325 sperm, 525 whale, 3,000 bone.
North Pacific ..	Dec. 7	.....	.....	.....	.....	Added 1867; sent home 164 sperm, 3,563 whale, 34,965 bone; lost in the Arctic 1871.
Atlantic	May 7	Sept. 28, 1867	140	.....	.....	Sent home 100 whale.
North Pacific ..	Nov. 12	May 7, 1871	95	1,590	19,330	Sent home 24 sperm, 2,555 whale, 43,336 bone.
.....do	May 20	May 2, 1872	77	310	.....	Sent home 181 sperm, 3,175 whale, 45,635 bone.
Atlantic	June 1	Nov. 5, 1868	25	0	.....	Bought from Sandwich 1867; sent home 85 sperm.
Indian Ocean ..	June 8	.....	.....	.....	.....	Bought from Boston 1867; built at Medford 1863; sent home 1,699 sperm, 20 whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1867.				
<i>New Bedford, Mass.—Continued.</i>				
Eliza Adams	Ship ...	408	Caleb O. Hamblen ...	Taber, Gordon & Co ...
Europa	do ...	323	John G. Nye	Edward C. Jones
Falcon	Bark ...	285	Charles Allen	Thos. Knowles & Co ...
Hadley	do ...	163	B. B. Briggs	Andrew H. Potter
Hecla	do ...	160	Elisha B. Handy	T. Knowles & Co ...
Helen Snow	do ...	215	Thos. G. Campbell	Loum Snow & Son
Herald	Ship ...	300	Seth Nickerson	Zenas L. Adams
Hunter	Bark ...	355	Joeliah E. Chase	J. Bourne, jr
Ionia	do ...	291	John O. Norton	Edmund Maxfield
Java, 2d	do ...	290	Chas. H. S. Kempton ..	Charles Hitch & Son ...
John Dawson	do ...	173	Asaph S. Wicks	J. & W. R. Wing
J. W. Dodge	Schooner	83	{ John M. Honeywell ...	Charles Thatcher & Co.
Josephine	Ship ...	363	{ Edwin N. Clark	
			Bernard Cogan	Swift & Perry
Kathleen	Bark ...	208	James Cottle	J. & W. R. Wing
Leonidas	do ...	98	Eben Cook	David B. Kempton
Marcella	do ...	164	Charles West	C. R. Tucker & Co
Mary Frazier	do ...	301	Thos. F. Caswell	C. Tucker
Mary and Susan	do ...	397	A. O. Herendeen	T. Knowles & Co
Milwood	do ...	216	Isaac Allen	G. Allen & Son
Mt. Wollaston	Ship ...	325	Edward B. Coffin	Otis Seabury
Northern Light	Bark ...	385	Michael Baker, 3d	J. Bourne, jr
Onward	Ship ...	339	E. C. Pulver	Edward W. Howland ..
Orlando	Bark ...	190	James M. Clark	C. Hitch & Son
Pacific	do ...	341	William Allen	Swift & Perry
Petrel	Schooner	59	{ Benj. B. Morris	Charles Thatcher & Co.
			{ Loring Braley	
President, 2d	Bark ...	123	James M. Soule	Edmund Maxfield
Robert Edwards	Ship ...	336	Stephen Flanders	Taber, Read & Co
Sarah	Bark ...	128	Alex. Newcomb	J. P. Knowles, 2d
Stafford	do ...	156	Dan'l L. Ricketson	J. & W. R. Wing
Starlight	Brig ...	141	Frederick Slocum	Charles S. Randall
Thomas Winslow	Bark ...	97	Elihu Russell	John Hicks
Tropic Bird	do ...	145	Lemuel D. Adams	Wm. Penn Howland ..
Vigilant	do ...	215	Archelaus Baker	William Watkins
Wave	do ...	150	Elisha Cannon 2d	T. Knowles & Co
Young Phoenix	Ship ...	355	Daniel Sherman	William Phillips & Son
<i>Fairhaven, Mass.</i>				
A. Lawrence	Brig ...	160	David Marston	James I. Church
Ellen Rodman	Schooner	73	Thomas F. Lambert	George F. Wing
John Randolph	do ...	83	— Coggeshall	Dexter Jenney
Oxford	Brig ...	91	Amos C. Baker	Damon & Judd
Star Castle	do ...	116	Henry Clay	do
U. D	Schooner	77	Joseph P. Nye	do
Wash. Freeman	do ...	96	{ Benj. G. Stowell ...	Obad F. Hitch
			{ Jonathan Jenney ... }	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean	July 22	Jan. 20, 1871	Bbls. 1,509	Bbls. 361	Lbs. 1,115	Took on voyage 2,000 sperm, 1,400 whale, 11,000 bone.
Indian Ocean	Oct. 23	July 13, 1871	320	1,183	.....	F. Armist: ong third mate, died September 1868; fourth mate drowned 1869.
Pacific Ocean	Oct. 23	Sept. 16, 1871	358	4	.....	Sent home 393 sperm, 5 whale
Atlantic	May 16	May 24, 1870	32	.....	.....	Added 1867; sent home 192 sperm.
do	July 9	July 29, 1869	200	12	.....	Sent home 236 sperm.
North Pacific	Aug. 31	Apr. 19, 1871	120	998	.....	Sent home 277 sperm, 2,039 whale, 37,710 bone.
Atlantic	Apr. 30	Apr. 25, 1869	947	71	.....	Got 70 pounds ambergris, worth \$97.50 per pound.
Pacific Ocean	Dec. 4	July 19, 1871	1,621	.....	.....	Sent home 620 sperm, 36 whale.
do	May 2	July 1, 1871	353	1,071	.....	Bought from Salem 1866; built at Duxbury 1848; sold to New York 1872; sent home 317 sperm, 1,200 bone.
Indian Ocean	Dec. 10	Jan. 12, 1873	992	.....	.....	Part of the crew mutinied, killed third mate, (J. W. Jones,) boat and tied up first mate and escaped, while Captain Kempton was on shore.
Atlantic	Apr. 20	Apr. 7, 1870	950	.....	.....	Sent home 30 sperm.
do	Apr. 14	June 27, 1867	.....	3	.....	Added 1866.
North Pacific	July 9	Apr. 17, 1869	.....	Clean	.....	.....
do	Sept. 3	Apr. 20, 1871	.....	2,100	.....	Sent home 360 sperm, 2,625 whale, 10,700 bone.
Indian Ocean	July 2	July 26, 1871	883	.....	.....	Sent home 639 sperm.
Atlantic	Aug. 14	July 23, 1869	180	31	.....	Sent home 120 sperm.
do	May 30	Oct. 4, 1869	208	35	.....	Sent home 294 sperm, 84 whale, 800 bone.
Pacific Ocean	Oct. 8	Mar. 12, 1871	435	4	.....	John George, third mate, and boat's crew drowned while fast to a whale, December 28, 1868; sent home 629 sperm, 6 whale.
do	Sept. 10	May 30, 1870	1,244	.....	.....	.....
Hudson's Bay	Apr. 2	Nov. 13, 1868	.....	378	3,889	Sent home 10 sperm.
Pacific Ocean	Aug. 15	Aug. 9, 1871	1,138	.....	.....	Bonjamin Pease, second mate, lost overboard 1868; sent home 60 sperm.
do	Oct. 15	Aug. 2, 1871	1,104	211	.....	Sent home 644 sperm, 235 whale, 2,293 bone.
North Pacific	Oct. 1	Apr. 6, 1871	8	1,587	30,700	Sent home 1,076 whale, 40,921 bone.
Indian Ocean	Apr. 10	May 6, 1870	857	10	.....	Bought from Philadelphia 1866.
Atlantic	Nov. 6	July 17, 1868	597	30	.....	.....
do	Apr. 3	Sept. 13, 1867	100	.....	.....	.....
do	Nov. 5	June 25, 1868	.....	Clean	.....	.....
do	May 23	Sept. 4, 1868	285	11	.....	.....
do	June 26	Oct. 10, 1869	240	730	.....	Sent home 733 sperm, 4,450 bone.
do	Sept. 25	Oct. 28, 1870	230	33	.....	First mate, Mr. Lambert, died November 6 1867; sent home 69 sperm.
do	Nov. 27	Sept. 11, 1870	932	7	.....	.....
do	May 6	May 21, 1870	166	412	.....	Bought 1866; built in Nova Scotia 1860; Captain Slocum came home sick 1868; sent home 451 sperm.
do	June 4	.....	.....	.....	.....	Lost at sea September 8, 1869, latitude 38° 50' north, longitude 71° 40' west; seven lives lost; had 150 sperm; Captain Rosell was 69 years old.
do	Jan. 8	Oct. 28, 1868	128	.....	.....	Sent home 173 sperm, 13 whale.
Indian Ocean	Nov. 27	Apr. 27, 1870	1,476	2	.....	.....
Atlantic	May 6	Apr. 25, 1869	137	6	.....	Sent home 573 sperm.
Indian Ocean	Nov. 12	Apr. 22, 1871	260	73	672	Sent home 758 sperm, 705 whale, 4,500 bone.
Atlantic	June 10	May 13, 1869	209	.....	.....	Bought from Boston 1867; sent home 40 sperm.
do	Apr. 12	Sept. 23, 1868	30	9	.....	Sent home 65 sperm.
do	Oct. 10	Aug. 4, 1869	40	10	.....	Added 1876 from Edgartown; withdrawn 1870; sent home 112 sperm.
do	Oct. 15	June 14, 1868	75	.....	.....	.....
do	May 13	.....	.....	.....	.....	Sent home 1,090 sperm, 150 humpback; bought from New London 1867; lost 1869.
do	June 5	Oct. 13, 1868	37	.....	.....	Bought from Provincetown, 1867.
do	May 13	Aug. 18, 1867	110	Bought from Wellfleet 1867; sent home 25 sperm.
do	Aug. 28	Sept. 17, 1868	200	10

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1867.				
<i>Dartmouth, Mass.</i>				
Rainbow	Schooner	48	H. B. Macomber	William Potter, 2d.
<i>Marion, Mass.</i>				
Admiral Blake	Schooner	84	Arthur H. Hammond	Henry M. Allen
Cohannet	do	83	Wm. C. Hathaway	A. J. Hadley
Wm. Wilson	do	92	Judah Hathaway	do
<i>Westport, Mass.</i>				
Andrew Hicks	Bark	303	Otis F. Hamblen	A. Hicks
Elizabeth	do	203	T. C. Spaulding	do
Gov. Carver	do	128	Jason W. Gifford	Henry Wilcox
Platina	do	214	Amos A. Chase	Andrew Hicks
Sea Fog	do	166	Joseph W. Lavers	do
<i>Edgartown, Mass.</i>				
Linda Stewart	Bark	236	Frederick Smith	William H. Munroe
Splendid	Ship	369	— Jernegan	do
<i>Tisbury, Mass.</i>				
M. Taylor	Brig	117	Thomas Foster	J. M. Taber
<i>Nantucket, Mass.</i>				
Abby Bradford	Schooner	114	John Murray	Joseph B. Macy
E. H. Adams	Brig	107	Zenas M. Coleman	Freeman E. Adams
Oak	Bark	167	Joshua Chadwick	do
<i>Provincetown, Mass.</i>				
A. H. Brown	Schooner	131	— Elwell	Thomas Hilliard
A. L. Putnam	do	178	— Dyer	H. & S. Cook & Co
Alcyone	do	130	— Brown	E. & E. K. Cook & Co
Alleghany	do	95	— Graham	Daniel C. Cook
Alexander	do	75	— Hopkins	P. N. Freeman
Antarctic	do	136	— Hill	J. E. & G. Bowley
Arizona	do	115	— Goodspeed	Stephen Cook
A. Clifford	do	118	— Dyer	H. & S. Cook & Co
Albert Clarence	do	135	— Small	J. Freeman
Ada M. Dyer	do	119	— Dyer	Alfred Cook
Alice B. Dyer	do	129	James S. Dyer	David Conwell
Carrie Jones	do	130	— Cornell	J. E. & G. Bowley
Cetacean	do	116	— Atwood	Union Wharf Co
C. H. Cook	do	149	— Gelett	S. Cook
C. L. Sparks	do	130	— Roberts	David Conwell
D. C. Smith	do	67	— Kenney	John Atwood
E. B. Conwell	do	132	— Cannon	D. Conwell
E. H. Hatfield	do	125	— Keith	E. & E. K. Cook & Co
Emma F. Lewis	do	120	George W. Powe	B. A. Lewis & Co
Emporium	do	80	{ — Cook	D. C. Cook
			{ — Downer	
Estella	do	94	— Snow	J. E. & G. Bowley
Etta G. Fogg	do	120	— Thompson	E. & E. K. Cook
Express	do	85	{ — Cook	do
			{ — Atkins	
G. H. Phillips	do	130	— Taylor	S. Cook
J. H. Collins	do	93	Ira B. Atkins	David A. Small

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Ebbs.</i>	<i>Ebbs.</i>	<i>Lbs.</i>	
Atlantic	Sept. 9	May 1, 1868	90	.....	.....	Bought from Nantucket 1868.
Atlantic	May 10	Apr. 23, 1868	212	32	.....	Sent home 55 sperm.
....do	May 13	Aug. 14, 1867	290	.....	.....	Bought from Boston 1866; gone three months; value of cargo \$13,000.
....do	May 10	Aug. 22, 1867	185	15	.....	Brought also 8 pounds of ambergris.
Pacific Ocean ..	Sept. 11	May 14, 1872	225	730	.....	Built 1867; sent home 843 sperm, 4 whale.
Indian Ocean ..	Dec. 18	June 13, 1870	927	10	.....	Took 908 pounds ambergris, worth \$94 per pound, and sent it to London; sold to Boston 1872.
....do	Dec. 25	.....	.....	.....	.....	Sent home 670 sperm; condemned and sold at Mauritius 1869.
Pacific Ocean ..	May 23	June 13, 1871	276	209	.....	Sent home 812 sperm.
Indian Ocean ..	July 10	.....	.....	.....	.....	Sent home 259 sperm.
Indian Ocean ..	May 15	Apr. 7, 1870	578	.....	.....	Bought from New York 1867; built at Dorchester, Md., 1862; sent home 257 sperm; sold to Tisbury 1871.
North Pacific ..	Oct. 2	May 17, 1872	921	.....	.....	Sent home 1,100 sperm; sold to New Zealand 1873 for whaling thence.
Atlantic	May 11	Sept. 20, 1868	202	.....	.....	Bought from Dennis 1866; formerly a schooner; sent home 116 sperm.
Atlantic	Apr. 30	Sept. 1, 1868	404	5	.....
....do	May 1	Sept. 26, 1868	170	.....	.....
Atlantic & Ind.	June 11	Sept. 20, 1869	570	15	.....
Atlantic	Oct. 30	Aug. 19, 1869	280	80	.....	Sent home 45 sperm; withdrawn 1869.
....do	Dec. 26	July 30, 1868	13	34	1,000	
....do	Oct. 15	Aug. 24, 1868	153	133	.....
....do	Feb. 7	Aug. 19, 1867	130	170	.....
....do	Feb. 18	Aug. 13, 1867	20	6	.....	Withdrawn 1868; sold to New Bedford 1869.
....do	Nov. 14	July 20, 1869	20	50	.....
....do	Dec. 21	July 10, 1869	180	190	.....
....do	Jan. 3	Aug. 18, 1867	90	200	.....
....do	Dec. 26	Sept. 3, 1868	73	132	.....
....do	Feb. 18	Aug. 19, 1868	90	145	.....	Added 1866; sent home 45 sperm.
....do	Jan. 3	Sept. 12, 1867	70	200	.....
....do	Dec. 26	Sept. 3, 1868	155	220	.....
....do	Jan. 31	July 7, 1867	.....	200	.....	Sailed again August 6; arrived July 24, 1868; 70 sperm; built 1866; added 1867; withdrawn 1868; sent home 60 sperm.
....do	May 15	Aug. 10, 1869	69	12	.....
....do	Mar. 20	Aug. 15, 1868	40	5	.....	Sent home 190 sperm.
....do	Oct. 22	May 18, 1868	124	.....	.....
....do	Nov. 5	July 31, 1868	380	.....	.....
....do	May 16	Aug. 20, 1867	.....	10	.....
....do	Dec. 11	Aug. 30, 1868	39	3	.....	Added 1867; withdrawn 1869.
....do	Jan. 3	Aug. 1, 1868	150	10	.....
....do	Jan. 23	Sept. 15, 1868	75	.....	.....	Sent home 133 sperm.
....do	Jan. 23	Oct. 9, 1867	220	60	.....	Built at Ipswich 1866.
....do	Jan. 3	June 22, 1867	75	145	.....	Sold to West Indies 1868; sailed from thence whaling under a Provincetown captain.
....do	Dec. 30	Sept. 17, 1868	31	29	.....	Second mate, Edwin Dunham, lost overboard 1867; also lost four men, boats, &c.
....do	Jan. 25	June 16, 1867	.....	8	.....	Added 1867; supposed to be lost with all on board.
....do	July 22	Aug. 22, 1868	14	139	.....
....do	May 11	.....	.....	.....	.....
....do	Mar. 20	Aug. 10, 1867	50	.....	.....	Added 1867.
....do	Dec. 18	Sept. 1, 1868	32	166	.....
....do	June 4	Sept. 5, 1868	177	78	Added 1867; sent home 225 sperm.
....do	Feb. 4	Aug. 12, 1867	90	110	
....do	Dec. 18	Aug. 20, 1868	91	114	Built 1866.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1867.				
<i>Provincetown, Mass.—Continued.</i>				
J. Taylor	Schooner	174	Atkins Smith	J. Atwood, Jr. & Co.
John A. Lewis	do	117	— Chapman	B. A. Lewis & Co.
Joseph Lindsey	do	95	— Ryder	James Rich
Mary D. Leach	do	138	W. A. Leach	Union Wharf Co.
Mary G. Curren	do	143	— Fisher	Freeman & Hilliard ..
Montezuma	do	92	— Nye	do
N. J. Knights	do	95	— Dyer	D. Conwell
N. F. Putnam	do	—	— Tilton	H. & S. Cook
O. M. Remington	do	138	William Remington	Union Wharf Company ..
Olive Clark	do	98	— Sparks	D. Conwell
Quickstep	do	119	— Dyer	do
Rising Sun	do	108	— Nickerson	E. & E. K. Cook & Co. ..
S. A. Paine	do	—	— Freeman	Atkins Nickerson
S. R. Soper	do	130	— Curran	Freeman & Hilliard ..
V. Doano	do	99	— Burch	Robert Soper
V. H. Hill	Brig	155	— Young	H. & S. Cook & Co.
Walter Irvin	Schooner	158	— Freeman	J. E. & G. Bowley
Winged Racer	do	100	— Atkins	Amos Nickerson
Willie Irving	do	115	— Rich	D. Conwell
			— White	C. H. Cook
Watchman	do	140	— Stid.	Isaiah Gifford
W. A. Grozier	do	168	James E. Cook	Atk. Nickerson
			— Young	do
<i>Wellfleet, Mass.</i>				
Edith May	Schooner	135	— Gross	R. R. Freeman
<i>Boston, Mass.</i>				
Louisa A.	Schooner	122	— Senter	Heman Smith
Money Hill	do	100	— Abbott	Robert Soper & Son.
Rosa Baker	Brig	108	— Stetson	H. Smith
S. E. Lewis	Schooner	96	— Smith	do
Thrivel	do	69	— Swain	Robert Soper & Son.
Wm. Martin	do	92	— Bourne	H. Smith
<i>Salem, Mass.</i>				
Para	Brig	135	— Worth	John C. Osgood
Said bin Sultan	Bark	235	James W. Holmes	do
Wm. H. Shaller	do	175	— Marshall	do
<i>Beverly, Mass.</i>				
Eschol	Brig	143	— Cottle	F. W. Choate
<i>Newburyport, Mass.</i>				
Hannah Grant	Schooner	71	— Robbins	Sumner, Swasey & Co. ..
Life Boat	do	88	Joseph H. Caton	do
<i>New London, Conn.</i>				
Chas. Colgate	Schooner	250	— Bolles	Lawrence & Co.
Emma Jane	do	86	— —	Richard H. Chapell
Era	do	188	— Tyson	Williams & Barns
Franklin	do	119	— Baddington	R. H. Chapell
Isabella	Brig	192	— Bailey	do
Perry	Bark	150	Stephen Bolles	Williams & Barns
Pioneer	Ship	—	—	—

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Aug. 22	Aug. 24, 1869	150	.....	.....	Withdrawn 1869.
...do	Mar. 15	July 30, 1868	80	.....	.....	Sent home 72 sperm.
...do	Mar. 25	Aug. 15, 1867	25	.....	.....	Added 1866; withdrawn 1868.
...do	Oct. 2	Sept. 8, 1868	8	100	.....
...do	Mar. 15	Aug. 31, 1868	60	10	.....	Added 1867; sent home 362 sperm.
...do	June 18	Nov. 27, 1867	50	.....	.....	Sailed under Captain Jos. Farwell, who died May 14, 1867.
...do	Oct. 30	Sept. 15, 1868	170	10	.....
...do	Dec. 21	Sept. 17, 1868	100	32	.....
...do	May 31	Aug. 6, 1868	90	.....	.....	Added 1867; sent home 70 sperm.
...do	May 16	.....	.....	.....	.....	Built 1867; sent home 448 sperm.
...do	May 13	Aug. 12, 1867	.....	15	.....
...do	Dec. 26	Sept. 17, 1868	75	130	.....
...do	Nov. 24	Aug. 22, 1869	105	175	.....	Sent home 68 sperm.
...do	Dec. 11	Aug. 28, 1868	177	90	.....
...do	Apr. 18	Sept. 21, 1869	180	180	.....	Added 1867; sent home 114 sperm.
...do	Apr. 18	Aug. 19, 1818	.....	Clean	.....	Sent home 160 sperm.
...do	Jan. 3	Aug. 26, 1867	35	130	.....
...do	May 11	Oct. 5, 1868	290	20	.....
...do	Feb. 25	Sept. 30, 1868	30	94	.....	Altered from a schooner 1867.
...do	Feb. 2	July 31, 1867	.....	.....	.....
...do	Jan. 25	.....	.....	.....	.....	Added 1866; supposed to have foundered near George's Bank, and all on board lost, 1867; sent home 160 sperm.
...do	Jan. 25	Aug. 15, 1867	40	.....	.....
...do	Sept. 12	Aug. 6, 1868	80	110	.....
...do	Oct. 10	Sept. 5, 1869	190	200	.....	Sent home 239 sperm.
Atlantic	Dec. 11	Sept. 26, 1869	260	85	.....	Sent home 85 sperm; withdrawn 1870.
Atlantic	Dec. 18	July 9, 1870	50	200	.....	Sent home 971 sperm; withdrawn 1871.
...do	May 6	.....	.....	.....	.....	Added 1867; supposed to have been lost with all on board.
...do	July 9	July 24, 1869	170	.....	.....	Built 1867; sent home 324 sperm.
...do	Oct. 22	Sept. 10, 1869	225	.....	.....	Sent home 76 sperm.
...do	Nov. 9	Nov. 22, 1868	.....	8	.....	Bought from Beverly 1867.
...do	Nov. 12	Sept. 3, 1868	172	.....	.....
Indian Ocean ..	Dec. 17	May 16, 1871	760	.....	.....	Altered from a schooner 1867; built at Wilmington, Del. 1861; sold to Boston 1871; sent home 110 sperm.
Atl'tic and Pac.	June 13	June 13, 1871	294	149	.....	Bought from Boston 1867; built at Newburyport 1861; sent home 410 sperm; sold to Boston 1872; Salem's last whaler.
Atlantic	Dec. 26	.....	.....	.....	.....	Sent home 243 sperm; 20 whale; condemned and sold at Rio Janeiro Nov. 6, 1869.
Atlantic	Apr. 26	Sept. 12, 1868	190	4	.....	Put into New Bedford April 30; damaged by collision with British ship <i>Isabella</i> ; sent home 60 sperm.
Atlantic	Apr. 10	Sept. 5, 1868	64	13	.....	Added 1867; built on the <i>Merrimac</i> 1847.
...do	Mar. 6	Aug. 29, 1868	20	31	.....	Added 1866; sent home 35 sperm.
Hurd's Island..	June 22	May 4, 1869	.....	1,150	1,200	
Desolat'n Island	July 6	Apr. 26, 1872	.....	97	1,100	Bought from Baltimore 1867; built at Baltimore 1855, to replace the <i>E. R. Sawyer</i> .
Cumber'ld Inlet	Apr. 11	Aug. 27, 1868	.....	837	13,400	Added 1866; third mate, H. Griswold, died May, 1868.
...do	May 2	Sept. 10, 1868	.....	303	6,600	
Hudson's Bay.	May 25	Sept. 14, 1868	.....	668	8,700	
Atlantic	June 1	July 21, 1870	366	10	.....	Formerly of the United States Navy; bought 1867; sold to Edgartown 1874.
...do	Mar. 20	Apr. 29, 1867	Returned damaged by a gale; sunk in ice in Hudson's Strait July 6, 1867.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1867.				
<i>New London, Conn.—Continued.</i>				
Roman	Ship	350	—— Church	R. H. Chapell
Roswell King	Schooner	134	R. H. Glass	do
<i>Sag Harbor, N. Y.</i>				
Balsana	Bark	215	—— Jennings	H. & S. French
Highland Mary	do	309	—— French	do
<i>New York, N. Y.</i>				
Addison	Bark	426	Peleg Cornell	Lorenzo Peirce
1868.				
<i>New Bedford, Mass.</i>				
A. R. Tucker	Bark	129	Charles B. Barstow	J. & W. R. Wing
Ansel Gibbs	do	303	Elnathan B. Fisher	Jonathan Bourne, jr.
Atlantic	do	291	Henry R. Craw	J. & W. R. Wing
Black Eagle	do	329	B. Swain, jr.	Andrew H. Potter
China	do	367	Charles H. Gifford	William Phillips & Son ..
Cleone	do	347	Hervey E. Luce	Edmund Maxfield
Com. Morris	Ship	338	Jacob A. Howland	Swift & Perry
Contest	do	341	James L. Chapman	do
Cornelia	Bark	303	Edward P. Shiverick	John P. Knowles, 2d
Coral	do	361	James E. Potter	Taber, Gordon & Co.
D. N. Richards	Schooner	92	Isaac P. Webb	William P. Howland
Draco	Bark	258	Andrew M. Braley	J. Bourne, jr.
E. Swift	do	337	George W. Bliven	Swift & Allen
Emily Morgan	do	365	Benjamin Dexter	J. & W. R. Wing
Geo. and Susan	do	343	James W. Stapleford	G. & M. Howland
Glacier	do	195	Benjamin Gifford	A. H. Potter
Gov. Troup	Ship	407	John A. Castino	Edward C. Jones
Henry Taber	Bark	296	Tim. C. Packard	Taber, Gordon & Co.
Irving	Schooner	106	George Fox	W. P. Howland
James Maury	Bark	432	John C. Smith	Charles R. Tucker & Co. .
Jlreh Perry	Ship	316	George F. Smith	Swift & Perry
J. W. Dodge	Schooner	83	John M. Honeywell	Abraham Delano
John P. West	Bark	353	Calvin Manchester	Simeon N. West
Joseph Maxwell	do	263	George Cowie	Taber, Read & Co.
Laconia	do	158	John A. Luce	J. P. Knowles, 2d
Letitia	do	306	Joseph Stowell	J. & W. R. Wing
Lagoda	do	371	—— Swift	Jonathan Bourne, jr.
Martha	do	277	Peter Gartland	Swift & Allen
Merlin	do	246	David E. Allen	William Watkins
Minerva	do	337	Hezekiah Allen	T. Knowles & Co.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Hurd's Island ..	Aug. 12	June 6, 1868	Bbls. 19	Bbls. 1,026	Lbs.	Sent home 1,550 whale and elephant.
....do	July 13	May 19, 1870	.....	602	3,22	
Indian Ocean ..	Oct. 13	Oct. 21, 1870	50	.....	.....	Joseph Menday, third mate, and three men, drowned at Tristan d'Acunha, November, 1868; sent home 350 sperm; sold to New Bedford 1871.
Atlantic	July 3	.....	.....	.....	.....	Formerly named Michael, under the Portuguese flag; then the Parana, sailing from Sag Harbor; then was an English brig; added again to Sag Harbor 1866; the crew, except the second and third mate and one boat-steerer, deserted at Saint Catharine's 1868; condemned at Panama; refitted and named Sallie French 1868; sent home 180 sperm, 400 whale, 2,300 pounds bone.
Atlantic	July 4	Oct. 25, 1868	257	.....	.....	Added 1867; sent home 290 sperm.
Atlantic	Nov. 12	Sept. 14, 1870	147	.....	.....	Sent home 108 sperm.
Hudson's Bay ..	June 3	Sept. 26, 1869	.....	650	10,100	Sent home 803 sperm, 340 whale, 2,500 bone. Sent home 542 sperm, 503 whale; sold to Beverly 1873, for freighting.
Indian Ocean ..	May 12	May 13, 1872	1,075	150	.....
Pacific Ocean ..	July 8	June 30, 1873	45	9	30	Sent home 530 whale, 4,100 pounds bone. Sent home 476 sperm, 85 whale, 685 pounds bone; sold to New York for merchant-service.
Indian Ocean ..	Oct. 6	Aug. 30, 1871	975	1,198	7,460	
Pacific Ocean ..	Oct. 6	Aug. 3, 1872	451	1,015	.....	Sent home 164 sperm.
Atlantic	May 12	Dec. 3, 1869	750	43	.....	Sent home 256 sperm, 36 humpback. Sent home 524 sperm, 1,421 whale, 5,000 pounds bone.
Pacific Ocean ..	Dec. 15	May 18, 1870	184	1,120	4,23	
....do	Nov. 16	Aug. 4, 1871	1,137	.....	.....	Sent home 92 sperm, 104 whale; put into Norfolk disabled; withdrawn 1870. Sent home 88 sperm.
North Pacific ..	Sept. 9	July 19, 1872	1,309	567	.....
Atlantic	Dec. 3	.....	.....	.....	.....	Sent home 80 sperm; 911 whale, 15,300 pounds bone; lost in the Arctic 1871. Altered from a ship 1868; sent home 351 sperm, 1,354 whale, 1,747 bone; lost in the Arctic 1871.
....do	Oct. 17	Nov. 7, 1871	690	327	.....
North Pacific ..	July 21	.....	.....	.....	.....	Altered from a schooner 1868; sent home 273 sperm. Sold to Boston 1872.
....do	Nov. 10	.....	.....	.....	.....
Atlantic	Oct. 20	June 13, 1871	219	32	.....	Sent home 1,978 whale, 35,903 pounds bone; lost in the Arctic 1871. Formerly the Hattie Hunt; built in the Provincias 1866; bought and renamed 1868; sent home 80 sperm, two blackfish.
....do	May 12	Sept. 21, 1870	245	.....	.....
Indian Ocean ..	June 16	May 10, 1872	1,324	45	.....	Altered from a ship 1868; sent home 410 sperm, 80 whale, 500 pounds bone; sold to New York 1873. Sent home 207 sperm.
North Pacific ..	Oct. 23	.....	.....	.....	.....
Atlantic	June 10	May 13, 1870	.....	Clean	.....	Sent home 146 sperm; sold to Gloucester 1869. Sent home 2,000 pounds bone. Bought from Fairhaven 1868; sent home 700 pounds bone.
Indian Ocean ..	Aug. 27	June 4, 1872	1,428	25	.....
Atlantic	May 12	Aug. 28, 1871	273	69	3,149	Sent home 218 sperm, 369 whale. Sent home 249 sperm, 2,450 whale, 24,629 pounds bone.
....do	May 23	.....	.....	.....	.....
Indian Ocean ..	July 11	June 2, 1871	735	80	3,350	Sent home 423 sperm, 40 whale. Sent home 339 sperm, 1,573 whale, 12,715 pounds bone; abandoned in the Arctic 1871.
....do	Sept. 1	Oct. 5, 1871	983	14	.....
....do	Oct. 15	May 28, 1871	506	.....	.....	Sent home 218 sperm, 369 whale. Sent home 249 sperm, 2,450 whale, 24,629 pounds bone.
Pacific Ocean ..	Sept. 23	May 29, 1872	400	50	.....
....do	July 25	June 1, 1873	516	516	.....	Sent home 423 sperm, 40 whale. Sent home 339 sperm, 1,573 whale, 12,715 pounds bone; abandoned in the Arctic 1871.
....do	June 16	July 1, 1873	846	54	.....
Indian Ocean ..	June 23	Apr. 3, 1872	1,147	Sent home 339 sperm, 1,573 whale, 12,715 pounds bone; abandoned in the Arctic 1871.
North Pacific ..	July 7	May 12, 1873	2,636	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1868.				
<i>New Bedford, Mass.—Continued.</i>				
Morning Star.....	Bark.....	238	George H. Allen.....	Charles Hitch & Son.....
Napoleon.....	do.....	329	William C. Fuller.....	Charles Tucker.....
Ohio.....	do.....	205	J. R. Jenney.....	Loun Snow & Son.....
Oliver Crocker.....	do.....	305	James H. Fisher.....	James B. Wood & Co.....
Oceola, 3d.....	do.....	140	H. J. Hogan.....	J. & W. R. Wing.....
Osmanli.....	do.....	292	James M. Williams.....	Jacob B. Hadley.....
Ospray.....	do.....	173	Andrew R. Hyer.....	Swift & Allen.....
Pacific.....	do.....	341	James B. Huxford.....	Swift & Perry.....
Palmetto.....	do.....	215	James B. Robinson.....	C. R. Tucker & Co.....
Petrel.....	Schooner.....	61	Loring Braley.....	C. Thatcher & Co.....
Robt. Morrison.....	Bark.....	314	Henry A. Slocum.....	T. Knowles & Co.....
Roman.....	do.....	358	Jared Jernegan.....	W. Watkins.....
Sunbeam.....	do.....	255	Thomas N. Fisher.....	J. & W. R. Wing.....
Triton.....	do.....	264	Moses L. Snell.....	do.....
Tropic Bird.....	do.....	145	Edgar W. Crapo.....	W. P. Howland.....
Wm. Gifford.....	do.....	241	Charles A. Veeder.....	Charles H. Gifford.....
<i>Fairhaven, Mass.</i>				
Ox'ord.....	Brig.....	91	Nathan Briggs.....	Damon & Judd.....
U. D.....	Schooner.....	77	Ambrose R. Bates.....	do.....
Union.....	do.....	66	Owen Fisher.....	Dexter Jenney.....
Wash. Freeman.....	do.....	96	Loring Braley.....	Obed F. Hitch.....
<i>Marion, Mass.</i>				
Admiral Blake.....	Schooner.....	84	Arthur H. Hammond.....	Henry M. Allen.....
Cohannet.....	do.....	83	William C. Hathaway.....	A. J. Hadley.....
Express.....	do.....	80	— Handy.....	Benjamin B. Handy.....
Graduate.....	do.....	58	Allen D. Ryder.....	H. M. Allen.....
Herald.....	Brig.....	148	John A. Kelley.....	do.....
Pesahontas.....	do.....	300	Micajah C. Fisher.....	do.....
Wm. Wilson.....	Schooner.....	92	— Hathaway.....	A. J. Hadley.....
<i>Dartmouth, Mass.</i>				
Rainbow.....	Schooner.....	48	Thomas J. Cannon.....	William Porter, 2d.....
<i>Westport, Mass.</i>				
Greyhound.....	Bark.....	163	John M. Allen.....	Henry Wilcox.....
<i>Tisbury, Mass.</i>				
Mercy Taylor.....	Brig.....	117	Thomas Foster.....	J. M. Taber.....
<i>Nantucket, Mass.</i>				
Bohio.....	Bark.....	197	Henry W. Davis.....	Joseph B. Macy.....
R. L. Barstow.....	do.....	182	William Jernegan.....	do.....
<i>Provincetown, Mass.</i>				
A. L. Putnam.....	Schooner.....	123	— Smith.....	H. & S. Cook & Co.....
Alcyon.....	do.....	92	— Baldwin.....	E. & E. K. Cook & Co.....
Alleghania.....	do.....	70	— Graham.....	Daniel C. Cook.....
A. Clifford.....	do.....	85	— Dyer.....	H. & S. Cook & Co.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Pacific Ocean ..	July 1	Aug. 16, 1872	Bbls. 1,074	Bbls.	Lbs.	Sent home 472 sperm.
....do	June 1	June 11, 1872	1,380	957	.....	Sent home 92 sperm, 110 whale, and 570 bone.
Atlantic	July 14	July 8, 1871	350	285	1,477	Sent home 1,109 sperm, 1,373 whale, and 30,581 bone.
North Pacific..	July 1	.....	.....	.....	.....	Lost in the Arctic 1871; sent home 433 sperm, 1,953 whale, and 27,320 bone.
Atlantic	Dec. 2	Nov. 25, 1870	125	.....	.....	Sent home 455 sperm.
Indian Ocean ..	Oct. 6	July 14, 1871	234	711	2,788	Sent home 337 sperm and 673 whale.
Atlantic	May 5	Apr. 30, 1871	303	373	.....	Sent home 496 sperm and 320 humpback.
....do	Oct. 20	Apr. 28, 1869	64	1	.....	W. S. Church, first mate, died from wound received from a bomb lance Nov. 6, 1869.
Pacific Ocean..	June 10	June 19, 1872	358	561	.....	Bought from New York 1868; sent home 119 sperm and 256 whale.
Atlantic	July 13	Oct. 7, 1868	56	1	.....	.....
Indian Ocean ..	July 21	July 15, 1871	443	131	1,238	Sold to Edgartown 1871.
North Pacific..	Oct. 29	.....	.....	.....	.....	Altered from a ship 1868; sent home 372 sperm, 2,238 whale, and 30,763 bone; lost in the Arctic 1871.
Pacific Ocean ..	June 4	Aug. 28, 1871	1,380	.....	.....	.....
Atlantic	July 21	Nov. 6, 1871	118	1,062	696	Sent home 137 sperm, 200 whale, and 1,100 bone.
....do	Nov. 23	Oct. 17, 1870	21	8	.....	Sent home 280 sperm; sold and withdrawn 1871.
Pacific Ocean..	Aug. 1	Feb. 7, 1873	886	35	.....	Withdrawn 1873.
Cumberl'd Inlet	July 20	.....	.....	.....	.....	Lost in Cumberland Inlet 1869.
Atlantic	Nov. 6	.....	.....	.....	.....	Sent home 190 sperm; condemned and sold at Barbadoes, January, 1870.
....do	Sept. 17	Sept. 26, 1869	90	.....	.....	Bought from Provincetown 1868; sold to New Bedford 1870.
....do	Nov. 23	Sept. 30, 1870	21	312	.....	Sent home 137 sperm; sold to Thomaston, Me., for freighting 1871.
Atlantic	Dec. 3	Mar. 13, 1871	.....	361	760	Sent home 50 sperm and 221 whale; withdrawn for freighting 1871.
....do	May 12	Oct. 8, 1868	.....	7	.....	.....
....do	May 20	Oct. 12, 1868	17	3	.....	Added 1868.
....do	May 12	Sept. 21, 1868	51	.....	.....	Do.
....do	Dec. 18	July 27, 1870	270	.....	.....	Sent home 48 sperm, 442 whale, and 1,748 bone; withdrawn for merchant-service 1871.
....do	July 16	.....	.....	.....	.....	Bought from New Bedford 1868; condemned at Barbadoes, October, 1870; sent home 150 sperm.
....do	May 23	Aug. 23, 1868	162	.....	.....	.....
Atlantic	May 15	Sept. 25, 1868	75	.....	.....	.....
Atlantic	May 27	May 15, 1871	634	40	400	.....
Atlantic	Dec. 3	Aug. 3, 1870	250	150	.....	Sent home 180 sperm and 233 whale; sold to New York 1871.
Pacific Ocean ..	July 12	.....	.....	.....	.....	Bought from New York 1868; sold at Callao, January, 1872.
....do	Dec. 19	.....	430	650	.....	Sold at Callao, February, 1873.
Atlantic	Aug. 17	Sept. 9, 1869	45	50	.....	Withdrawn 1869.
Indian Ocean ..	Oct. 20	June 8, 1871	238	Sent home 235 sperm; withdrawn 1871.
Atlantic	Jan. 24	Aug. 28, 1868	145	6
....do	Dec. 21	Sept. —, 1870	73	236	Withdrawn 1870.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1868.				
<i>Provincetown, Mass.—Continued.</i>				
Albert Clarence.....	Schooner	101	— Bourne	J. Freeman.....
Allie B. Dyer.....	do	87	Orlando J. Tripp.	Alfred Cook.....
Ada M. Dyer.....	do	92	— Dyer	Stephen Cook.....
R. F. Sparks.....	do	116	— Cook	Atkins Nickerson.....
Carrie W. Clark.....	do	114	William Clark, jr.	Stephen Cook.....
C. H. Cook.....	do	112	— Crowell	Union Wharf Company
Chas. A. Higgins.....	do	119	N. Y. Higgins.....	David A. Small.....
D. A. Small.....	Brig	91	Joel Ryder.....	David Conwell.....
E. B. Conwell.....	Schooner	71	— Cann	Union Wharf Company
E. Gerry.....	do	67	— Emery	Stephen Cook.....
Ellen Rispeh.....	do	85	— White	R. A. Lewis & Co.....
Emma F. Lewis.....	do	70	— Powe	J. E. & G. Bowley.....
Estelle.....	do	70	— Higgins	E. & E. K. Cook.....
Express.....	do	65	— Merithew	Joshua Lewis.....
G. W. Lewis.....	do	141	— Stid.	Union Wharf Company
Grace Lothrop.....	do	116	John S. Smith.....	Stephen Cook.....
H. M. Simmons.....	Schooner	80	— Cook	B. A. Lewis & Co.....
John A. Lewis.....	do	130	— Chapman	do
Lizzie J. Bigelow.....	Brig	90	Joel Cook.....	J. E. & G. Bowley.....
L. P. Simmons.....	Schooner	106	— Dunham	D. Conwell.....
Mary E. Nason.....	do	102	H. Sparks.....	Freeman & Hilliard.....
Mary G. Curren.....	do	105	— Fisher	E. & E. K. Cook & Co.....
M. E. Simmons.....	do	87	— Gelllett.....	H. & S. Cook.....
N. F. Putnam.....	do	64	— Dyer	D. Conwell.....
Olive Clark.....	do	110	— Atkins	E. & E. K. Cook & Co.....
Sassacus.....	do	82	— Freeman	Robert Soper.....
S. R. Soper.....	do	63	— Eldridge	H. & S. Cook.....
V. Doane.....	do	80	— Young.....	D. Conwell.....
Winged Racer.....	do		{ Rich..... }	
			{ Graham..... }	
<i>Boston, Mass.</i>				
Carrie Jones.....	Schooner	97	— Cornell	Robert Soper & Son.....
F. H. Moore.....	Brig	107	— Wood	Heman Smith.....
S. N. Smith.....	Schooner	102	— Rounsaville	
Thraver.....	do	69	— Cook	R. Soper & Son.....
Wm. Martin.....	do	92	— Fisher	H. Smith.....
<i>Salem, Mass.</i>				
Falcon.....	Brig	136	— Richmond	John C. Osgood.....
<i>Newburyport, Mass.</i>				
Georgia.....	Schooner	127	— Bradbury	Sumner, Swasey & Co.....
Life Boat.....	do	88	— Caton	do
<i>Groton, Conn.</i>				
Cornelia.....	Schooner	148	— Baker	Ebenezer Morgan.....
<i>New London, Conn.</i>				
E. B. Phillips.....	Bark	144	C. B. Chapell	Williams & Haven.....
George and Mary.....	do	103	— Newbury	Williams & Barnes.....
Georgiana.....	Brig	128	A. J. Parsons	Williams & Haven.....
Golden West.....	Schooner	144	— Church	Lawrence & Co.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Nov. 28	Nov. 4, 1870	107	.....	.....	Withdrawn 1870.
do	Aug. 4	No report ..	.....	.....	.....	Withdrawn 1871; sent home 70 sperm.
do	Dec. 21	Sept. 14, 1869	.....	185	.....
do	July 3	.....	.....	.....	.....	Added 1868; sent home 150 sperm and 300 whale; wrecked on Gay Head 1869.
do	May 5	June 18, 1869	129	356	.....	Built at East Boston 1868; sent home 350 sperm.
do	June 3	Oct. 25, 1868	140	.....	.....
do	June 15	Aug. 27, 1870	80	200	.....	Built at Duxbury 1868; sent home 56 sperm; withdrawn 1870.
do	Dec. 21	Sept. —, 1870	206	1	.....	Built at Provincetown 1868.
do	Oct. 6	Sept. 2, 1869	220	.....	.....
do	Mar. 19	July 10, 1869	.....	170	.....	Sent home 53 sperm.
do	Jan. 17	Sept. 15, 1868	77	56	.....
do	Dec. —	Sept. 9, 1869	90	140	.....
do	Apr. 29	Sept. 17, 1869	110	30	.....	Sent home 90 humpback; withdrawn 1869.
do	Nov. 14	Aug. 5, 1870	33	34	.....	Sold out 1870.
do	Oct. 27	July 28, 1870	19	28	.....	Withdrawn 1870.
do	May 27	Aug. 31, 1869	85	95	.....	Withdrawn 1870; sent home 18 sperm.
do	June 10	July 26, 1870	71	87	.....	Built at Duxbury in 1868; sent home 203 sperm; withdrawn 1870.
do	June 19	Aug. 31, 1870	31	300	.....	Sent home 190 whale; withdrawn 1870.
do	Nov. 13	June 2, 1870	.....	184	.....	Withdrawn for the cod-fishery 1870.
do	July 11	Nov. —, 1871	150	.....	.....	Built at Hanover in 1868; sent home 90 sperm; withdrawn 1871.
do	May 20	July 20, 1870	53	12	.....	Withdrawn 1870; sold to New York 1872.
Pacific Ocean ..	June 1	May 11, 1871	80	300	.....	First whaler for the Pacific from Provincetown; withdrawn 1871; sent home 75 sperm; 430 humpback.
Atlantic	May 27	Oct. 4, 1869	230	.....	.....
do	July 23	Oct. 4, 1869	138	11	.....
do	Nov. 12	July 27, 1869	130	300	.....
do	Dec. —	June 25, 1869	.....	159	.....	Withdrawn 1870.
do	Jan. 19	June 2, 1869	.....	300	.....	Sent home 410 sperm; 89 whale.
do	Sept. 28	.....	.....	.....	.....	Sent home 90 sperm; lost on Bird Island May 25, 1870; had 150 sperm; saved 190.
do	Jan. 16	Sept. 4, 1868	35	184	.....	Withdrawn for mackerel-fishery 1868.
do	Jan. 24	Sept. 6, 1868	50	40	.....
do	Dec. —	Sept. 14, 1869	.....	100	.....	Withdrawn 1869.
Atlantic	Oct. 1	Sept. 9, 1869	275	.....	.....	Added 1868.
do	May 5	Aug. 29, 1870	180	27	.....	Added 1868; sent home 48 sperm.
do	Feb. 29	.....	.....	.....	.....	Lost August 28, 1869; the captain's wife, 2 children, first and second mates, boat-sweepers, and 13 of the crew lost; had 180 sperm; sent home 65 sperm.
do	Nov. 2	Aug. 29, 1869	100	100	.....
do	Dec. 3	Oct. 13, 1869	170	.....	.....
Atlantic	June 9	May 9, 1871	471	4	.....	Sent home 25 sperm; sold to Boston 1871.
Atlantic	Nov. 27	Sept. 28, 1869	83	.....	.....	Sold to Brewer, Me., 1869.
do	Dec. 21	Aug. 6, 1870	127	168	.....	Withdrawn 1870.
Cum. Inlet.....	May 26	Sept. 23, 1869	.....	143	1,765	Withdrawn 1870; Groton out of the business.
Indian Ocean ..	Aug. 22	May 16, 1871	163	273	.....	Bought from Boston 1868; Captain Chapell died at St. Helena October 20, 1870; sent home 219 sperm; shipped 2,000 gallons sperm to London from St. John's, N. F.; sold to Boston 1874.
Cum. Inlet.....	May 16	Sept. 17, 1869	.....	450	8,000	
do	Aug. 5	Supposed to be lost, with all on board, 1868.
Desolation Id.	June 30	Apr. 18, 1871	794	Sent home 125 elephant.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1868.				
<i>New London, Conn.—Continued.</i>				
Helen F.....	Schooner	106	Spicer	Williams & Haven.....
J. D. Thompson	Bark....	432	Allen	Williams & Barnes
Roman	Ship....	350	Church	Richard H. Chapell
S. B. Howes	Schooner	101	Avery	Williams & Haven.....
<i>Sag Harbor, N. Y.</i>				
Concordia	Bark....	217	Dunbar	O. B. Wade
Myra	Brig....	116	Babcock	H. & S. French.....
<i>New York, N. Y.</i>				
A. B. Cook.....	Brig....	155	Wells S. Field	I. McKim Cook
Endeavour	Bark....	252	Henry P. Taber.....	Lorenzo Petros.....
Minnesota	do	243	Clothier Petros	do
Ocean Steed	do	252	G. B. Borden	do
<i>San Francisco, Cal.</i>				
Florida	Ship....	470	Fraser	Sherwood & Co
1869.				
<i>New Bedford, Mass.</i>				
Adeline	Ship....	353	Alonzo J. Marvin.....	C. R. Tucker & Co.....
Annie Ann.....	Bark....	230	John C. Pierce	John W. Pierce
Ansel Gibbs.....	do	303	Charles Stetson.....	Jonathan Bourne, jr ...
Deedemona.....	do	236	Samuel F. Davis	G. & M. Howland
Edward Everett.....	do	187	Hubert A. White	Gideon Allen & Son
E. Corning	do	225	John W. Cornell	Swift & Perry
Eliha	do	206	John C. Diamond	J. Bourne, jr
Eugenia.....	do	315	Daniel B. Nye.....	Swift & Allen.....
Fanny.....	do	301	Lewis W. Williams	do
Florida.....	Ship....	...	N. P. Gray	do
George	Bark....	259	Abraham Osborn	Gideon Allen & Son
Globe	do	200	Alexander A. Tripp.....	Charles Tucker
Hecla	do	160	Frederick H. Smith.....	Thomas Knowles & Co.....
Herald	do	300	John R. Sturgis.....	Zenas L. Adams
James Arnold	Ship....	346	William P. Briggs	Taber, Gordon & Co
Java	Bark....	295	Benjamin Manter.....	G. & M. Howland
John Wells.....	do	357	Aaron Dean	William O. Brownell
Lancer	do	285	William J. Macy.....	Joshua Richmond & Son
Leonidas	do	98	A. L. Stickney	David B. Kempton
Live Oak	do	448	John A. Beckerman.....	Charles S. Randall
Louisa	do	303	George W. Slocum.....	Swift & Allen.....
Lydia	do	329	Lysander W. Gifford.....	Edmund Maxfield
Marcella	do	166	Owen H. Tilton	C. R. Tucker & Co
Mars	do	256	Allen	Gifford & Cummings
Mercury	do	311	Tristram F. Ripley	William Phillips & Son
Midas	do	313	Charles Hamill	W. O. Brownell
Milton	Ship....	373	Thomas Wilson.....	Taber, Gordon & Co.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Cum. Inlet.....	June 30	Out, 1877....	<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	Had taken at last report 1,450 whale, 13,600 pounds bone.
North Pacific ..	June 13					Sent home 82 sperm, 2,774 whale, 31,829 pounds bone; lost in the Arctic 1871.
Desolation Isld.	Aug. 13	May 12, 1869		1,617	693	
Cum. Inlet.....	June 30	Nov. 6, 1869	Clean			
Cum. Inlet.....	Apr. 30	Oct. 7, 1869	116	300	2,930	Sent home 121 sperm; sold to New London 1870.
Pacific Ocean ..	Aug. 24	Apr. 25, 1871	235	310		Sent home 325 sperm; 339 whale.
Pacific Ocean ..	Aug. 5					Belongs to parties in Panama; fitted from New Bedford 1868; sailed under American flag; lost on Point Mangales, June 11, 1873; sent home 700 sperm, 450 whale.
....do	Nov. 14	Oct. 2, 1870	780	475		Bought from New Bedford 1868.
Indian Ocean ..	June 25	June 13, 1872	1,030	130		Third mate, Mr. Greene, died Nov. 9, 1869; sent home 146 sperm; withdrawn 1873.
Atlantic	Apr. 27	Nov. 28, 1869	428	17		Added 1868 from New Bedford; transferred to New Bedford 1870; took, in all, 1,170 sperm, 30 whale.
North Pacific ..	Dec. 7	Nov. 7, 1869	45	1,600	20,000	Sailed 1870 for the Arctic; lost there 1871.
Pacific Ocean ..	Sept. 21	July 1, 1874	792	746		Sent home 570 sperm, 1,500 pounds bone; sold to Manchester, Mass., 1874.
....do	June 24					Added 1869; sent home 495 sperm; condemned at Mauritius in November, 1871.
Atlantic	Oct. 20	May 12, 1870	109			
....do	July 6	Aug. 1, 1872	1,022	9		Sent home 150 whale, 800 pounds bone.
Pacific Ocean ..	Nov. 4	May 12, 1873	311	521		
Atlantic	Apr. 19	Sept. 4, 1870	461			Sent home 264 sperm.
Pacific Ocean ..	Aug. 14	Sept. 24, 1873	624	162		Joseph Caton, second mate, killed while cutting in 1871.
North Pacific ..	Sept. 14					Sent home 175 sperm, 390 whale, 6,563 lbs. bone; lost in the Arctic 1871.
....do	July 21					Lost in the Arctic 1871.
....do	May —					Condemned at Mauritius, September, 1869; sent home 658 whale.
Pacific Ocean ..	Aug. 10					Lost in the Arctic 1871.
Atlantic	Mar. 6	May 20, 1872	115	875		Sent home 533 sperm; sold to Gloucester 1872.
Indian Ocean ..	Aug. 31					Sent home 8 sperm; lost on Bird Island Dec. 29, 1870; had 530 sperm, saved 28
....do	Aug. 14	Aug. 23, 1872	1,180	80	300	Altered from a ship 1869; sold to London 1873.
Pacific Ocean ..	Oct. 12	Dec. 4, 1873	600	860		Sent home 370 sperm, 712 whale, 3,462 bone.
Atlantic	June 9	June 30, 1873	418	513	1,678	Sent home 146 sperm.
North Pacific ..	Nov. 9					Sent home 1,308 whale, 17,148 pounds bone; lost in the Arctic 1871.
Indian Ocean ..	Apr. 23	Apr. 25, 1873	1,560	38	150	Sent home 63 sperm; sold to Mount Sinai, Long Island, 1874.
Atlantic	Oct. 2	June 15, 1872	25	228		Sent home 103 sperm, 108 whale.
Indian Ocean ..	June 22	June 6, 1874	105	1,257		Transferred from the merchant-service in 1869; formerly the Hobomok; sent home 1,071 sperm, 1,515 whale; sold to St. Johns, N. H., for merchant-service, 1874.
....do	May 4	June 23, 1874	55	1,138		Sent home 1,170 sperm, 757 whale, 25,352 pounds bone.
Pacific Ocean ..	July 14	Aug. 1, 1873	288	300		William Michael, fourth mate, died Nov., 1871; sent home 803 whale, 1,638 bone.
Atlantic	Nov. 25	June 28, 1873	531	384		Sent home 317 sperm.
Pacific Ocean ..	Jan. 3	May 19, 1873	1,440	70	600	Sent home 479 sperm.
Indian Ocean ..	May 26	Nov. 1, 1872	1,031	481	1,028	Sent home 269 sperm, 4 whale.
North Pacific ..	June 22	June 8, 1874	39	531		Sent home 446 sperm, 2,868 whale, 42,975 pounds bone.
Pacific Ocean ..	Oct. 21	June 11, 1873	790	950		Mr. Porter, second mate, killed by a whale October 5, 1872; sent home 1,159 sperm, 29 whale, 407 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1869.				
<i>New Bedford, Mass.—Continued.</i>				
Milwood	Bark....	216	Edwin W. White	G. Allen & Son
Nautilus	do	277	George A. Smith	do
Navy	do	385	George F. Bouldry	James B. Wood & Co ..
Orray Taft	do	134	M. V. B. Howland	Andrew H. Potter
Pacific	do	341	William Allen	Swift & Perry
Pioneer	do	228	James S. Hazard	Nathaniel T. Gifford ..
President	do	257	E. C. Almy	Taber, Read & Co
President, 2d	do	122	George M. Seabury	Edmund Maxfield
Sea Ranger	do	273	Charles E. Allen	I. H. Bartlett & Sons ..
Seneca	do	322	Edmund Kelley	Loun Snow & Son
Spartan	do	333	Edwin R. Osgood	David B. Kempton
Stamboul	do	260	William H. Mitchell	Charles Hitch & Son ..
Swallow	do	326	Willard W. Ryder	William Watkins
Tamerlane	do	372	Thomas E. Fordham	T. Knowles & Co
Thomas Dickason	do	461	Valentine Lewis	G. & M. Howland
Three Brothers	Ship	357	James M. Witherell	C. R. Tucker & Co
Wave	Bark	150	B. A. Briggs	T. Knowles & Co
<i>Fairhaven, Mass.</i>				
A. Lawrence	Bark	160	Hiram J. Cleveland	James I. Church
Crowninshield	do	257	John P. Praro	Terry & Chase
Ellen Rodman	Schooner	73	Jonathan Jenney	Tucker Damon, jr
Selah	Bark	166	G. B. Howes	Benjamin H. Chase
<i>Marion, Mass.</i>				
Cohannet	Schooner	83	Obed Delano	A. J. Hadley
Express	do	80	Benjamin B. Handy	Benjamin B. Handy
Graduate	do	58	Rufus L. Savery	Henry M. Allen
Wm. Wilcox	do	92	William C. Hathaway	A. J. Hadley
<i>Dartmouth, Mass.</i>				
Cape Horn Pigeon	Bark	212	G. I. F. Hazard	William Potter, 2d
Matilda Sears	do	231	William D. Gifford	do
Rainbow	Schooner	46	Thomas J. Cannon	do
<i>Westport, Mass.</i>				
Janet	Bark	154	George N. Macy	Henry Wilcox
Mattapoisett	do	110	Weston S. Tripp	Henry Smith
Mermaid	do	273	John Horan	Andrew Hicks
Sea Fox	do	166	Samuel T. Braley	do
<i>Edgartown, Mass.</i>				
Almira	Ship	310	— Marchant	Samuel Osborn, jr
Champion	do	367	— Pease	Grafton N. Collins
<i>Nantucket, Mass.</i>				
Abby Bradford	Schooner	114	John Murray	Joseph B. Macy
E. H. Adams	Brig	107	Zenas M. Coleman	Freeman E. Adams
Oak	Bark	167	William B. Thompson	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Cum. Inlet....	Apr. 6	Oct. 6, 1870	.....	99	15,900	Sent home 220 sperm.
Pacific Ocean..	Oct. 6	May 22, 1874	.....	562	6,850	Sent home 154 sperm, 2,905 whale, 7,200 pounds bone.
North Pacific..	Oct. 7	.....	.....	.....	.....	Sent home 433 sperm, 702 whale, 10,579 lbs. bone; lost in the Arctic 1871.
Atlantic	May 19	May 20, 1872	642	.....	.....	Held by United States consul at Mauritius several months; released 1872; sent home 232 sperm.
....do	May 25	Aug. 9, 1870	713	10	.....	Sent home 387 sperm, 135 whale, 2,500 bone.
....do	Aug. 6	Dec. 1, 1872	306	179	900	Sent home 43 sperm.
Atlantic & Ind	Aug. 11	Aug. 31, 1872	636	657	2,660	Sent home 436 sperm.
Atlantic	Apr. 13	Sept. 15, 1871	378	.....	.....	Bought from Baltimore 1869; sent home 82 sperm, 1,251 whale; lost in the Arctic 1871.
Pacific Ocean..	Oct. 19	May 17, 1874	754	176	.....	Sent home 50 sperm, 350 whale, 2,500 bone.
North Pacific..	Oct. 16	.....	.....	.....	.....	Altered from a ship 1869; sent home 1,100 pounds bone; sold to Boston 1873, for merchant-service.
Pacific Ocean..	July 10	Apr. 28, 1872	890	.....	.....	Sent home 348 sperm; 3,500 pounds bone.
Indian Ocean ..	Aug. 31	June 1, 1873	619	146	737	Altered from a ship 1869; sent home 102 sperm, 1,056 whale, 18,047 pounds bone; lost in the Arctic 1871.
....do	June 29	June 29, 1873	1,257	133	.....	Sold to New York 1873.
Pacific Ocean..	July 20	June 5, 1873	406	568	.....	Sent home 348 sperm.
North Pacific..	Nov. 2	.....	.....	.....	.....
Pacific Ocean..	Oct. 12	Aug. 18, 1873	1,561	2	.....
Atlantic	June 1	Dec. 1, 1870	.....	524	.....
Atlantic	June 29	Apr. 25, 1872	113	7	.....	Withdrawn 1872 for freighting; sent home 355 sperm; sold to New Bedford 1874.
Pacific Ocean..	May 10	.....	.....	.....	.....	Bought from Boston 1869; sent home 719 sperm; condemned and sold at Bermudas August 28, 1873; oil (800 sperm and 100 whale) shipped home; Captain Praro received Order of the Rose from Emperor of Brazil for saving crew of Brazilian brig Damao.
Atlantic	Oct. 20	Sept. 27, 1870	191	5	.....	Sent home 833 sperm, 6 whale; condemned and sold at Panama June 6, 1873.
Pacific Ocean..	July 28	.....	.....	.....	.....
Atlantic	May 18	Sept. 19, 1869	85	6	.....	Sent home 44 sperm; sold to Provincetown 1871.
....do	May 19	June 15, 1870	80	.....	.....	Lost at sea 1869; 5 men lost.
....do	May 12	.....	.....	.....	.....
....do	May 18	Oct. 3, 1869	85	.....	.....
Atlantic	June 29	July 11, 1872	916	90	868	Captain Hazard came home 1871; sent home 330 sperm, 500 bone.
Pacific Ocean..	Aug. 2	June 11, 1873	752	39	.....	Sent home 570 sperm; 664 whale.
Atlantic	May 4	Aug. 13, 1870	Clean	.....	.....	Withdrawn for mackerel-fishery 1871.
Indian Ocean ..	Nov. 6	May 13, 1873	501	.....	.....	Sold to New Bedford 1874.
Atlantic	Apr. 22	Nov. 2, 1870	212	7	.....
Indian Ocean ..	July 3	June 1, 1873	1,170	.....	.....
....do	Nov. 25	Feb. 14, 1871	39	.....	.....
North Pacific..	Aug. 5	.....	.....	.....	.....	Sent home 185 sperm; stove by ice and lost in Arctic 1870; had on board 400 whale.
....do	Aug. 14	.....	.....	.....	.....	Sent home 37 sperm, 434 whale, 365 pounds bone; lost in the Arctic 1871.
Atlantic	May 1.	Oct. 24, 1869	500	10	.....	Sold to New Bedford.
....do	Mar. 31	June 14, 1870	550	10	.....	Do.
Pacific Ocean..	Nov. 16	Sold at Panama 1872; sent home 60 sperm, 450 whale; Nantucket's last whaler.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1869.				
<i>Provincetown, Mass.</i>				
Agate	Schooner	81	Atkins	W. A. Atkins
Alexander	do	75	Ryder	Judah Gifford
Allaghamia	do	70	Flaher	Daniel C. Cook
Arizona	do	79	Bell	Stephen Cook
Allie B. Dyer	do	87	Tripp	David Conwell
Carrie W. Clark	do	116	Dyer	Atkins Nickerson
Cetacean	do	81	Atkins	Union Wharf Company
C. H. Cook	do	114	Cowell	Stephen Cook
C. L. Sparks	do	96	Roberts	D. Conwell
Eleanor B. Conwell	do	91	Cannon	do
E. H. Hatfield	do	89	Burch	E. & E. K. Cook & Co
G. H. Phillips	do	107	Taylor	S. Cook
J. H. Collins	do	50	Ryder	David A. Small
Mary D. Leach	do	119	Atwood	Elisha M. Dyer
Montezuma	do	60	Nye	Freeman & Hilliard
N. F. Putnam	do	87	Atkins	H. & S. Cook & Co
N. J. Knight	do	70	Dyer	D. Conwell
O. M. Remington	do	139	do	Elisha M. Dyer
Rising Sun	do	69	Freeman	Atkins Nickerson
Sassacus	do	110	Leach	E. & E. K. Cook & Co
V. H. Hill	Brig	126	Freeman	J. E. & G. Bowley
Walter Irvin	Schooner	90	Lair	Amos Nickerson
Watchman	do	84	Snow	Isaiah Gifford
<i>Boston, Mass.</i>				
Carrie Jones	Schooner	97	Cornell	E. H. Atwood
Heman Smith	Brig	123	Martin	Heman Smith
Rosa Baker	do	108	Gifford	do
Sarah E. Lewis	Schooner	96	Payne	do
Thriller	do	69	Cook	Robert Soper & Son
<i>Newburyport, Mass.</i>				
Hannah Grant	Schooner	71	Chadwick	Sumner, Swasey & Co
<i>Beverly, Mass.</i>				
Eschol	Brig	143	Cottle	F. W. Choate
<i>New London, Conn.</i>				
Charles Colgate	Schooner	250	Norie	Lawrence & Co
Era	do	188	Tyson	Williams & Barnes
Francis Allyn	do	107	R. H. Glaes	Richard H. Chapell
Franklin	do	119	Chapell	do
Isabella	Brig	192	Bailey	do
Odd Fellow	Bark	239	do	do
Quickstep	Schooner	105	Allen	Williams & Barnes
Roman	Ship	350	Williams	R. A. Chapell
<i>New York, N. Y.</i>				
Addison	Bark	385	Peleg Cornell	Lorenzo Peirce
<i>San Francisco, Cal.</i>				
Florida	Ship	470	Fraser	Sherwood & Co
Menschikoff	do	223	do	Hutchinson, Kohl & Co
Massachusetts	do	351	Cooty	Moore & Co
Victoria	Brig	149	Bedfield	do
1870.				
<i>New Bedford, Mass.</i>				
Addison	Bark	385	James G. Sinclair	Lorenzo Peirce

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic	Feb. 8	July 15, 1870	96	136	.....	Added 1868; sent home 167 humpback.
do	May 24	Aug. 24, 1869	.....	80	.....	Added 1869; withdrawn 1870.
do	Jan. 15	Sept. 1, 1869	40	100	.....
do	Dec. 14	Sept. 9, 1870	182	69	.....
do	Apr. 16	Aug. 27, 1870	132	224	.....
do	July 31	Aug. 5, 1870	350	40	.....	Sent home 70 sperm; withdrawn 1870.
do	Jan. 6	Sept. 1, 1870	30	130	.....	Sent home 100 humpback; withdrawn 1870.
do	Apr. 5	July 30, 1870	30	5	.....	Sent home 45 sperm; withdrawn 1870.
do	Mar. 16	Sept. 1, 1870	174	176	.....
do	Nov. 30	Aug. 25, 1871	3-	4	.....	Sent home 123 sperm; withdrawn 1872.
do	Apr. 29	Aug. 27, 1870	225	15	.....	Sent home 24 sperm; withdrawn 1870.
do	Jan. 6	July 1, 1870	49	38	.....	Sent home 30 sperm; 140 humpback.
do	Jan. 19	Aug. 24, 1869	30	40	.....	Withdrawn 1869.
do	Jan. 19	Sept. 25, 1870	130	.....	.....	Withdrawn 1870; sent home 62 sperm.
do	Jan. 20	Sept. 19, 1869	140	30	.....
do	Nov. 9	Sept. 19, 1870	.....	140	.....
do .....	.....	No report	.....	.....	.....	Withdrawn 1870.
do	Mar. 15	Sept. —, 1870	50	150	.....	Withdrawn 1871; sent home 8 sperm, 80 whale.
do	Nov. 1	Sept. 2, 1869	250	40	.....
do	Jan. 6	Sept. 14, 1869	60	100	.....
do	June 24	Sept. 30, 1869	23	.....	.....	Withdrawn 1870.
do	May 10	Oct. 14, 1870	77	.....	.....	Do.
do	Feb. 24	Sept. 1, 1870	337	2	.....	Sold to New York 1871.
do	Jan. 7	Sept. 9, 1869	.....	150	.....	Withdrawn 1870.
Atlantic	Dec. —	Aug. 30, 1870	12-	.....	.....	Withdrawn 1870.
do	Aug. 28	Oct. 10, 1870	500	30	.....
do	Oct. 1	Aug. 25, 1871	963	.....	.....	Sent home 70 sperm.
do	Dec. 24	June 24, 1871	51	55	.....	Sent home 39 sperm.
do	Dec. 29	Aug. 23, 1869	100	100	.....
Atlantic	Apr. 28	Aug. 31, 1870	54	14	.....	Sent home 47 sperm; withdrawn 1870; Newburyport out of the business.
Atlantic	May 7	Sept. 30, 1870	100	.....	.....
Desolation Isl'd	June 13	Apr. 18, 1871	.....	1, 114	.....
Cum. Inlet	May 11	Oct. 5, 1870	.....	533	5, 400	H. Griswold, first mate, died 1869.
Indian Ocean ..	Aug. 31	Apr. 27, 1870	.....	780	.....	Built at Duxbury 1869.
Cum. Inlet	May 18	Oct. 5, 1870	.....	473	8, 411	
do	Apr. 14	Oct. 15, 1870	.....	527	6, 587	
do .....	.....	.....	.....	.....	.....	Bought from Sag Harbor 1869; lost at Little Placentia August, 1869.
Cum. Inlet	May 18	.....	.....	.....	.....	Lost 1870.
Desolation Isl'd	June 25	May 23, 1870	3-	2, 186	1, 681	
Atlantic	Apr. 22	.....	.....	.....	.....	Transferred to New Bedford 1870, which see.
Pacific Ocean ..	Dec. 11	Nov. 5, 1870	.....	1, 900	10, 000	
do .....	.....	Nov. 3, 1870	.....	80	15, 000	
do	Dec. 23	Nov. 3, 1870	.....	1, 050	8, 500	
do .....	.....	.....	.....	.....	.....	Added 1869; lost in the Arctic 1871.
Pacific Ocean ..	May 20	Apr. 19, 1874	90	630	3, 550	Transferred from New York 1870; built at Philadelphia 1816; withdrawn 1874; lost on Fayal freighting, 1875; sent home 180 sperm, 550 pounds bone.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1879.				
<i>New Bedford, Mass.—Continued.</i>				
Adeline Gibbs.....	Bark.....	397	Jacob L. Cleaveland. }	Jonathan Bourne, jr....
Alfred Gibbs.....	do.....	347	Fred'k J. Forman }	Dennis Wood.....
			Edward E. Jennings..	
Ansel Gibbs.....	do.....	303	Elnathan B. Fisher...	J. Bourne, jr.....
Avola.....	do.....	330	Zenas E. Bourne.....	John P. Knowles, 2d...
A washonks.....	do.....	380	Ariel Norton.....	J. & W. R. Wing.....
Canton.....	Ship.....	239	J. G. Lapham.....	Charles R. Tucker & Co
Cicero.....	Bark.....	226	Henry Clay.....	Loun Snow & Son.....
Commodore Morris.....	Ship.....	338	Gilbert B. Borden.....	Swift & Perry.....
Contest.....	do.....	341	Leander C. Owen.....	do.....
Gazelle.....	Bark.....	273	David R. Gifford.....	Edward C. Jones.....
Gay Head.....	Ship.....	300	William H. Kelley.....	James B. Wood & Co....
George Howland.....	Bark.....	361	James K. Knowles.....	G. & M. Howland.....
Hadley.....	do.....	163	John M. Soule.....	Andrew H. Potter.....
Irving.....	Schooner	106	Charles F. Crapo.....	William P. Howland.....
John Carver.....	Bark.....	319	Jacob L. Howland.....	Thomas Knowles & Co..
John Dawson.....	do.....	173	Asaph S. Wicks.....	J. & W. R. Wing.....
Massachusetts.....	do.....	356	West Mitchell.....	Swift & Allen.....
Mary and Susan.....	do.....	327	A. O. Herendeen.....	T. Knowles & Co.....
Niger.....	Ship.....	412	Charles Grant.....	Taber, Gordon & Co...
Ocean Steed.....	Bark.....	258	Elisha E. Russell.....	L. Peirce.....
Oriole.....	do.....	280	H. S. Hayes.....	E. C. Jones.....
Orlando.....	do.....	190	Horace Montross.....	Charles Hitch & Sons..
Osceola, 2d.....	do.....	158	Jonathan Chase.....	J. & W. R. Wing.....
Pacific.....	do.....	341	George Taber.....	Swift & Perry.....
Petrel.....	Schooner	61	John W. Sherman.....	Josiah W. Bonney.....
Progress.....	Bark.....	358	James Dowden.....	William O. Brownell...
Rainbow.....	do.....	351	George Gray.....	Charles H. Gifford.....
Reindeer.....	Ship.....	332	B. F. Loveland.....	Edward W. Howland...
Roscoe.....	Bark.....	313	Edward D. Lewis.....	Loun Snow & Co.....
Robert Edwards.....	Ship.....		Thomas F. Pease.....	
Rousseau.....	Bark.....	305	James Hyland.....	G. & M. Howland.....
Stafford.....	do.....	156	George W. J. Moulton	J. & W. R. Wing.....
Starlight.....	Brig.....	141	Reuben W. Crapo.....	Charles S. Randall.....
Union.....	Schooner	66	Owen Fisher.....	Hiram Webb.....
Vigilant.....	Bark.....	215	Otis F. Thatcher.....	William Watkins.....
Xantho.....	do.....	206	James W. Lavers.....	J. & W. R. Wing.....
<i>Fairhaven, Mass.</i>				
Ellen Rodman.....	Schooner	73	Jonathan Jenney.....	Tucker Damon, jr....
George J. Jones.....	do.....	126	Jaser M. Ears.....	do.....
William and Henry.....	Bark.....	234	Daniel B. Green.....	Isaiah F. Terry.....
<i>Marion, Mass.</i>				
Cohannet.....	Schooner	83	James T. Wittet.....	Amos J. Hadley.....
William Wilson.....	do.....	92	— Hathaway.....	do.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Indian Ocean {	Sept. 1	Sept. 26, 1870	{ 600	{ 900	{	{ Captain Cleaveland died, and the vessel was damaged in a gale.
Pacific Ocean ..	Oct. 19	May 22, 1875				
	May 25	July 20, 1873	819	909	.....	Sent home 567 sperm, 1,700 pounds bone; sold to New York 1873.
Hudson's Bay ..	June 21	Oct. 6, 1871	.....	1,340	22,040	Sent home 494 sperm.
Pacific and Ind.	Dec. 7	Feb. 13, 1874	986	15	.....
North Pacific ..	Oct. 19	.....	.....	.....	.....	Lost in the Arctic 1871.
Indian Ocean ..	Oct. 19	Sept. 23, 1874	991	4	.....	J. F. Mandouze, third mate, dropped dead in his boat while fast to a whale 1870; sent home 691 sperm, 290 whale, 1,300 bone.
Atlantic	May 9	Oct. 24, 1873	284	8	.....
.....do	Apr. 27	May 24, 1873	610	.....	.....	Sent home 1,315 sperm.
North Pacific ..	July 19	.....	.....	.....	.....	Sent home 97 sperm; lost in the Arctic 1871.
Indian Ocean ..	Oct. 26	June 2, 1874	954	.....	.....	Captain Gifford died August 26, 1873, at sea; sent home 25 sperm.
North Pacific ..	Oct. 26	.....	.....	.....	.....	Lost in the Arctic 1871.
.....do	Sept. 29	.....	.....	.....	.....	Do.
Pacific Ocean ..	Sept. 27	July 20, 1874	242	444	.....	Withdrawn 1872.
Atlantic	May 23	Oct. 2, 1871	301	5,204	.....
Pacific Ocean ..	Aug. 23	July 2, 1874	1,081	4	.....	Robert Saulsbury, fourth mate, died at Valparaiso May, 1873; sent home 437 sperm.
Indian Ocean ..	July 6	Oct. 7, 1872	691	4	.....	Sent home 278 sperm, 10 whale.
North Pacific ..	July 19	.....	.....	.....	.....	Sent home 184 sperm; lost in the Arctic 1871.
Pacific Ocean ..	Aug. 6	June 4, 1874	972	6	.....	Sent home 731 sperm.
.....do	Nov. 10	Aug. 10, 1874	481	1,346	.....	Added 1870; formerly a freighter; C. W. Swain, second mate, drowned by a foul line while fast to a whale, May 7, 1872; sent home 870 sperm, 835 whale, 2,124 bone.
Atlantic	May 4	.....	.....	.....	.....	Transferred from New York 1870; sent home 594 sperm; sold to San Francisco 1873.
North Pacific ..	Nov. 7	.....	.....	.....	.....	Sent home 93 sperm; stove by ice in the Arctic 1871.
Sooloo Sea	June 28	Oct. 6, 1873	1,199	1	.....	Sent home 171 sperm; sold to Port Jefferson for freighting 1873.
Pacific Ocean ..	Aug. 1	.....	.....	.....	.....	Sent home 718 sperm; condemned at Mahé October, 1872.
Indian Ocean ..	Oct. 5	June 19, 1873	930	70	.....	Captain Dowden left at San Francisco; Captain Elridge, formerly of Cherokee, took command; sent home 39,836 bone.
Atlantic	June 1	Oct. 11, 1871	111	.....	.....
North Pacific ..	Oct. 19	May 10, 1875	434	3,225	.....	Mr. Garrity, fourth mate, murdered by one of the crew May, 1873; sent home 309 sperm, 837 pounds bone.
Pacific Ocean ..	Nov. 1	Sept. 1, 1874	287	419	.....	Sent home 154 sperm; lost in the Arctic September, 1871.
North Pacific ..	Oct. 4	.....	.....	.....	.....	Sent home 470 sperm, 319 elephant; crushed by ice in the Arctic August 19, 1872; had 800 sperm.
Pacific Ocean ..	Nov. 1	.....	.....	.....	.....	Burned at sea July 24, 1870; fired by the crew.
.....do	May —	.....	.....	.....	.....	Captain Hyland came home sick 1871.
Pacific Ocean ..	Oct. 26	May 2, 1875	1,132	650	2,500	Sent home 243 sperm, 58 whale.
Indian Ocean ..	Oct. 21	May 5, 1873	860	141	1,707	Sent home 630 sperm, 372 whale; sold to Bangor, Me., for the African trade, 1873.
Atlantic	July 6	Aug. 12, 1873	122	.....	.....	Added 1870 from Fairhaven; sent home 129 sperm.
.....do	May 21	Aug. 11, 1871	39	135	.....	Sent home 506 sperm, 1,040 whale.
Indian Ocean ..	Oct. 25	Aug. 24, 1874	992	146	.....	Sent home 230 sperm, 800 bone; lost off Celebes July, 1871.
.....do	May 4	.....	.....	.....	.....
Atlantic	Nov. 4	Sept. 14, 1872	83	.....	.....	Sent home 230 sperm.
.....do	June 7	Aug. 6, 1871	109	135	.....	Added 1870; sent home 30 sperm.
.....do	May 12	Sent home 414 sperm; condemned at Fayal November, 1871.
Atlantic	May 17	Sept. 24, 1870	8	
.....do	May 17	Sept. 23, 1870	173	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1870.				
<i>Westport, Mass.</i>				
Sea Queen.....	Bark....	195	Edward E. Hicks.....	Andrew Hicks.....
<i>Provincetown, Mass.</i>				
Alleghania.....	Schooner	70	— Snow.....	Daniel C. Cook.....
Antarctic.....	do	101	— Cornell.....	J. E. & G. Bowley.....
Ada M. Dyer.....	do	87	— Dyer.....	Alfred Cook.....
B. F. Sparks.....	do	92	— Goodspeed.....	Stephen Cook.....
C. L. Sparks.....	do	96	— Atwood.....	David Conwell.....
Eibridge Gerry.....	do	71	— Fisher.....	Union Wharf Co.....
Ellen Rispah.....	do	87	— White.....	S. Cook.....
Gage H. Phillips.....	do	107	— Cook.....	do.....
Gracie M. Parker.....	do	82	— Dyer.....	Alfred Cook.....
Mary G. Curren.....	do	102	— Nye.....	Freeman & Hilliard.....
M. E. Simmons.....	do	105	— Taylor.....	E. & E. K. Cook & Co.....
Montezuma.....	do	60	— Leach.....	Freeman & Hilliard.....
O. M. Remington.....	do	139	— Remington.....	Elisha M. Dyer.....
Quickstep.....	do	94	— Gillette.....	E. & E. K. Cook & Co.....
Rising Sun.....	do	69	— Freeman.....	Atkins Nickerson.....
Sassacus.....	do	110	— Nickerson.....	E. & E. K. Cook & Co.....
S. A. Paine.....	do	139	— William Curren.....	Freeman & Hilliard.....
William A. Grosler.....	do	117	— Young.....	A. Nickerson.....
<i>Boston, Mass.</i>				
F. H. Moore.....	Brig....	107	— Eldridge.....	Robert Soper & Son.....
Heman Smith.....	do	123	— Senter.....	Heman Smith.....
Thrivel.....	Schooner	69	— Cook.....	R. Soper & Son.....
<i>New London, Conn.</i>				
Flying Fish.....	Schooner	75	Alfred Turner.....	Lawrence & Co.....
Francois Allyn.....	do	107	— Smith.....	Williams, Haven & Co.....
George and Mary.....	Bark....	105	— Palmer.....	Williams & Barnes.....
Peru.....	do	256	— Glass.....	Williams, Haven & Co.....
Roman.....	Ship....	350	— Williams.....	do.....
Roswell King.....	Schooner	134	— Fuller.....	do.....
S. B. Howes.....	do	101	— Gardner.....	do.....
Trinity.....	Bark....	417	— Rogers.....	Lawrence & Co.....
<i>San Francisco, Cal.</i>				
C. E. Foote.....	Schooner	156	— Hazard.....	E. Higgins & Co.....
Carlotta.....	Bark....	480	— Smith.....	Hutchinson, Kohl & Co.....
Massachusetts.....	Ship....	351	— Cooty.....	Moore & Co.....
Menshikoff.....	Bark....	223	— Chapman.....	Hutchinson, Kohl & Co.....
Page.....	Schooner	110	— Holcomb.....	Taylor & Bendel.....
1871.				
<i>New Bedford, Mass.</i>				
A. R. Tucker.....	Bark....	129	D. L. Ricketson.....	J. & W. E. Wing.....
Abm. Barker.....	do	380	Alden T. Potter.....	do.....
Active.....	do	291	Thomas G. Campbell.....	Louis Snow & Son.....
Alaska.....	do	340	Charles W. Fisher.....	Jona. Bourne, jr.....
Annawan.....	do	108	Jason W. Gifford.....	Asel Howard.....
Ansel Gibbs.....	do	303	Thomas McPherson.....	J. Bourne, jr.....
Barth. Gosnold.....	do	365	James M. Willis.....	Charles R. Tucker & Co.....
Benj. Cummings.....	do	305	Roswell Brown.....	Taber, Gordon & Co.....
Caliao.....	do	299	Ferdinand Lee.....	do.....
Camilla.....	do	322	E. C. Fulver.....	Swift & Allen.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Pacific Ocean	Nov. 23	Apr. 15, 1873	1, 231	.....	.....
Atlantic	Feb. 7	Sept. 9, 1870	30	15	.....	Withdrawn 1871.
do	May 12	Sept. 6, 1871	206	50	.....	Sent home 72 sperm.
do	Jan. 11	Sept. 5, 1870	11	189	.....	Sent home 100 whale.
do	Jan. 11	June 27, 1870	10	124	.....
do	Dec. 24	Nov. 23, 1871	149	21	.....
do	Feb. 12	June 21, 1871	30	170	.....	Sent home 250 sperm, 18 whale; withdrawn 1871.
do	Jan. 8	Aug. 28, 1870	148	151	.....
do	Oct. 24	June 11, 1873	109	60	.....	Sent home 180 sperm, 352 whale, 700 hump.
do	Jan. 11	Sept. 1, 1873	163	182	.....	Built at Essex 1868; added 1869; sent home 100 whale.
do	Jan. 29	Aug. 25, 1871	123	.....	.....	Withdrawn 1871.
do	Apr. 23	Sept. 16, 1871	135	36	.....	Sent home 230 sperm, 200 whale.
do	Feb. 22	Sept. 25, 1870	73	2	.....
do	May 16	Aug. 9, 1871	120	325	.....	Sent home 315 sperm; withdrawn 1871.
do	Feb. 26	Sept. 19, 1870	21	180	.....
do	Jan. 4	Sept. 1, 1870	70	130	.....
do	Feb. 12	Aug. 31, 1870	65	50	.....
do	Jan. 11	July 29, 1871	151	228	.....	Withdrawn 1871.
A. and Ind.	Apr. 26	June 6, 1872	556	66	.....	Sent home 50 sperm.
Atlantic	Oct. —	Oct. 16, 1872	142	316	.....	Sent home 295 sperm, 323 whale.
do	Dec. 7	Oct. 4, 1872	540	40	.....
do	Jan. 3	Aug. 22, 1870	36	69	.....	Sailed again soon after, and was lost at Aux Cayes February 3, 1873; sent home 45 sperm, 150 whale.
South Atlantic	July 5	Apr. 18, 1871	Clean	.....	.....	Bought from Gloucester 1870.
do	June 30	June 6, 1872	19	395	.....
Cumberland Inlet	May 3	Nov. 20, 1871	.....	425	5,000	Sold to New Bedford 1873.
South Atlantic	July 9	June 1, 1871	14	771	.....	Do.
Hurd's Island	June 22	May 3, 1871	.....	1,500	.....
Desolation Isl'd	June 29	Apr. 26, 1873	.....	633	.....	Sent home 1,250 whale and elephant, 5,000 bone.
Hudson's Bay	July 7	.....	.....	.....	.....	Lost in Cumberland Inlet 1873.
Atlantic	July 23	Apr. 21, 1871	.....	210	.....	Added 1870; formerly a freighter.
Pacific Ocean	Oct. 7	June 30, 1872	.....	263	.....	Withdrawn 1872.
do	Dec. 31	.....	.....	.....	.....	Added 1870; lost in the Arctic Ocean 1871.
do	Dec. 22	.....	.....	.....	.....	Lost at Scammon's Lagoon Feb. 6, 1871.
do	Dec. 10	Aug. 14, 1872	320	.....	.....	Menshikoff withdrawn 1872.
do	Apr. 27	—, 1872	.....	.....	.....	Added 1870; withdrawn 1872; no report.
Indian Ocean	May 2	Oct. 12, 1874	220	.....	.....	Sent home 344 sperm.
Pacific Ocean	May 16	Sept. 21, 1875	1, 450	2, 050	.....
North Pacific	Nov. 11	.....	.....	.....	.....	Sent home 395 sperm, 1,079 whale, 22,215 pounds bone; condemned at Yokohama, April 25, 1874.
Pacific Ocean	June 28	Oct. 4, 1875	1, 851	1, 700	15,500	
Atlantic	May 23	May 16, 1873	40	106	755	Sent home 902 sperm; sold to Fairhaven 1873.
Hudson's Bay	Dec. 13	.....	.....	.....	.....	Lost on Marble Island, Hudson's Bay, October 19, 1872; had 530 whale, 10,000 pounds bone; saved 3,500 pounds bone. Fifteen of the crew died of scurvy.
North Pacific	Nov. 2	Mar. 30, 1876	956	1, 200	12,500	
Pacific Ocean	June 20	Sept. 5, 1875	1, 406	.....	.....
do	July 15	Sept. 21, 1875	410	760	.....
North Pacific	Dec. 6	.....	.....	.....	.....	Abandoned in the Arctic, 1876; had on board 190 sperm, 300 whale, 5,000 pounds bone; sent home 75 sperm, 3,850 whale, 45,778 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1871.				
<i>New Bedford, Mass.—Continued.</i>				
Charles W. Morgan	Bark.....	314	John M. Finkham....	J. & W. R. Wing.....
Cornelia.....	.. do	203	Leroy S. Lewis.....	John P. Knowles, 2d....
Courser .....	.. do	250	Elias H. White.....	I. H. Bartlett.....
Emma C. Jones	Ship.....	307	Ezra Gifford	William Watkins.....
Europa.....	.. do	323	J. H. McKenzie.....	Charles Tucker.....
George and Susan	Bark.....	343	Andrew R. Beyer....	G. & M. Howland.....
Glacier.....	.. do	195	Edwin A. Potter.....	Andrew H. Potter.....
Helen Mar .....	.. do	324	William H. Koon.....	Swift & Allen.....
Helen Snow .....	.. do	215	George H. Macomber..	L. Snow & Son.....
Heracles.....	.. do	311	Archelaus Baker.....	Swift & Perry.....
Hunter.....	.. do	355	Charles L. Holt.....	J. Bourne, jr.....
Islander.....	.. do	240	John C. Hamlin.....	I. H. Bartlett & Sons..
Jireh Perry	Ship.....	316	Leander C. Owen.....	Swift & Perry.....
John P. West.....	Bark.....	353	Calvin Manchester...	Simson N. West.....
Josephine.....	Ship.....	363	George F. Long.....	Swift & Allen.....
Kathleen.....	Bark.....	206	Samuel R. Howland...	J. & W. R. Wing.....
Laconia.....	.. do	158	John A. Kelley.....	J. P. Knowles, 2d....
Marango.....	Ship.....	478	William M. Barnes...	William O. Brownell...
Mary Frazier.....	Bark.....	301	John G. Nye.....	Charles Tucker.....
Milwood.....	.. do	216	Sanford S. Milner...	Gid. Allen & Son.....
Northern Light .....	.. do	385	Gilbert L. Smith.....	J. Bourne, jr.....
Osmanli.....	.. do	222	James M. Williams...	Charles S. Randall.....
Ospray.....	.. do	173	M. V. B. Millard.....	Swift & Allen.....
Petrel.....	.. do	257	Frederick H. Smith...	T. Knowles & Co.....
Petrel.....	Schooner	61	Philip H. Reed.....	Philip H. Reed.....
Sarah.....	Bark.....	128	Thomas Foster.....	J. P. Knowles, 2d....
Sea Breeze.....	.. do	323	R. D. Wicks.....	J. Bourne, jr.....
Sunbeam.....	.. do	255	Joseph W. Lavers...	J. & W. R. Wing.....
Trident.....	.. do	432	Jacob A. Howland...	Swift & Perry.....
Wave.....	.. do	150	B. A. Briggs.....	T. Knowles & Co.....
Young Phoenix.....	Ship.....	355	— Fuller.....	William Phillips & Son..
<i>Fairhaven, Mass.</i>				
General Scott	Bark.....	315	— Taber.....	Tripp & Terry.....
<i>Marion, Mass.</i>				
Cohannet.....	Schooner	83	Loring Braley.....	Andrew J. Hadley.....
William Wilson .....	.. do	92	— Hathaway.....	.. do
<i>Westport, Mass.</i>				
Mattapoisett.....	Bark.....	110	Orlando J. Tripp.....	Henry Smith.....
Platina.....	.. do	214	Amos A. Chase.....	Andrew Hicks.....
Sea Fox.....	.. do	166	William W. Eldridge...	.. do
<i>Edgartown, Mass.</i>				
Clarice.....	Bark.....	183	— Marchant.....	Samuel Osborn, jr.....
<i>Provincetown, Mass.</i>				
Agate.....	Schooner	81	— Atkins.....	W. A. Atkins.....
Arizona.....	.. do	79	— Higgins.....	Stephen Cook.....
Ada M. Dyer.....	.. do	87	— Dyer.....	Alfred Cook.....
B. F. Sparks.....	.. do	92	— Bell.....	S. Cook.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Indian Ocean ..	Sept. 26	Oct. 31, 1874	Bbls	Bbls.	Lbs.	
Pacific Ocean ..	Oct. 10		1,340	242	.....	Sent home 109 sperm, 1,600 pounds bone. Condemned at Paita March, 1873; sent home 278 sperm, 498 humpback.
....do	July 19					Run down by steamship Ytata October 26, 1873; cut down and abandoned with 200 sperm, 350 whale; sent home 170 sperm, 350 whale.
....do	July 11	Nov. 6, 1874	2,137	3	.....	Sent home 415 sperm.
North Pacific ..	Dec. 14	Apr. 17, 1876	50	4,200	32,386	Belongs to Dartmouth parties.
Atlantic	Aug. 21	May 2, 1874	647	1,019	.....	Sent home 573 sperm, 141 whale, 540 bone.
Cum. Inlet	July 9	Sept. 26, 1873		75	1,600	Sold to Wiscasset, Me., 1873.
North Pacific ..	Sept. 26	Apr. 15, 1876	349	3,850	36,085	
Pacific Ocean ..	Oct. 17					Sent home 169 sperm; damaged by ice in the Arctic, August 19, 1872, and abandoned; afterward found, taken into San Francisco, and sold to pay salvage; sailed one voyage from San Francisco then under Russian flag.
Indian Ocean ..	Aug. 23	Aug. 4, 1875	1,410	965	.....
Pacific Ocean ..	Sept. 27	July 14, 1875	2,700	1,100	.....
Indian Ocean ..	July 25					Sent home 635 sperm; sold at Albany, New Holland, March, 1873.
North Pacific ..	Dec. 21	Apr. 1, 1875	715	4,550	72,000	
Indian Ocean ..	Sept. 9	Oct. 3, 1874	402	1,752	7,400	Sent home 37 sperm, 4,700 pounds bone.
North Pacific ..	Sept. 26	May 22, 1875	540	4,175	53,500	
Indian Ocean ..	Oct. 16	Apr. 30, 1875	1,450			
Atlantic	June 20	Nov. 3, 1872	101	1	.....	Sent home 95 sperm.
North Pacific ..	June 27					Sent home 230 sperm, 2,202 whale, 22,300 pounds bone; sold at San Francisco 1874; lost in the Arctic 1876.
Pacific Ocean ..	Nov. 7	Aug. 25, 1876	770	1,500	1,200	Sold to Edgartown 1876.
Cum. Inlet	Apr. 25					Sent home 20 sperm; lost on Black Lead Island, November 13, 1871; saved 140 whale; built in 1806.
North Pacific ..	Oct. 10	Out 1877				Had taken at last report 430 sperm 4,850 whale, 57,460 pounds bone.
Indian Ocean ..	Oct. 4	June 15, 1875	535	1,935	.....
Pacific Ocean ..	July 27	July 13, 1874		156	.....	Captain Millard came home sick 1872; sent home 655 sperm, 465 humpback.
Indian Ocean ..	July 20	May 1, 1874	1,338	69	400	Sent home 74 sperm.
Atlantic	Dec. 30	Sept. 1, 1872	11	112	.....
....do	May 24	May 12, 1871	183	311	.....
North Pacific ..	Aug. 3	May 10, 1875	60	940	8,300	Sent home 696 sperm, 208 whale, 1,080 bone.
Indian Ocean ..	Dec. 4	Dec. 6, 1875	560			
North Pacific ..	Sept. 6					Sent home 397 sperm, 1,640 whale, 21,000 pounds bone; lost at Panama 1873.
Atlantic	May 9	July 21, 1873	336			Sent home 416 sperm, 7 whale.
Indian Ocean ..	Oct. 3	June 14, 1875	340	400	1,000	Sailed under Capt. Silas G. Baker, who came home 1871.
Pacific Ocean ..	June 20	Apr. 1, 1875	650	650	.....	George S. Harris, third mate, died February 12, 1873.
Atlantic	June 13	Sept. 17, 1871	150			
....do	May 24	Sept. 13, 1871	175			
Atlantic	June 21	Sept. 1, 1872	438	38	.....	Sent home 115 sperm.
Pacific Ocean ..	Nov. 6	June 25, 1875	1,665	865	.....
Indian Ocean ..	Apr. 18	June 6, 1874	355	267	.....	Mr. Crocker, first mate, killed by a whale, December 12, 1873; sold to New Bedford 1874.
Atlantic	Oct. 5	Sept. 4, 1875	1,040			Bought from New Bedford 1871; out 1875.
Atlantic	Jan. —	Sept. 24, 1871	106	100	
....do	Jan. —	Aug. 30, 1871		70	
....do	Feb. 20	Sept. 11, 1871	42	210	
....do	Jan. —	Sept. 20, 1871	215	186	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1871.				
<i>Provincetown, Mass.—Continued.</i>				
D. A. Small	Brig	119	— Lair	David A. Small
Ellen Rizpah	Schooner ..	67	— White	S. Cook
Gracie M. Parker	do	82	— Dyer	A. Cook
Montezuma	do	60	— Leach	Freeman & Hilliard ..
Quickstep	do	94	— Birch	E. & E. K. Cook & Co.
Rising Sun	do	69	— Marshall	Atkins Nickerson
<i>Boston, Mass.</i>				
Rosa Baker	Brig	108	— Gifford	Heman Smith
Sarah E. Lewis	Bark	96	— Caunon	do
<i>Beverly, Mass.</i>				
Eschol	Brig	143	— Williams	F. W. Choate
<i>New London, Conn.</i>				
Charles Colgate	Schooner ..	250	— Norrie	Lawrence & Co
Concordia	Bark	217	— Chipman	Williams, Haven & Co.
Francis Allyn	Schooner ..	107	— Glass	do
Franklin	do	119	— Holmes	do
Golden West	do	144	— Rogers	Lawrence & Co
Isabella	Brig	192	— Kooney	Williams, Haven & Co.
Pora	Bark	259	— Gilderdale	do
Roman	Ship	350	— Williams	do
<i>Sag Harbor, N. Y.</i>				
Myra	Brig	116	— Babcock	H. & S. French
<i>San Francisco, Cal.</i>				
Mannella	Brig	128	— Herendeen	Wright & Bowne
1872.				
<i>New Bedford, Mass.</i>				
Abbie Bradford	Schooner ..	115	Robt. P. Gifford	Jonathan Bourne, jr. .
Arnolda	Bark	340	Geo. F. Bouldry	James B. Wood & Co. .
Atlantic	do	291	James F. Brown	J. & W. R. Wing
California	Ship	367	Josiah E. Chase	Chas. R. Tucker & Co.
China	Bark	367	David P. Gifford	Wm. Phillips & Son ..
Coral	do	361	George B. Marvin	Taber, Gordon & Co ..
Draco	do	258	M. L. Snell	J. Bourne, jr.
Eliza Adams	Ship	408	Caleb O. Hamblin	Taber, Gordon & Co ..
E. H. Adams	Brig	107	Hiram J. Cleveland	William Lewis
Falcon	Bark	285	Hezekiah Allen	Thos. Knowles & Co ..
Illinois	do	409	— Fraser	I. H. Bartlett & Sons ..
James Allen	do	349	W. H. Kelley	Gideon Allen & Son ..
Janus	Ship	276	J. R. Jenney	Swift & Perry
Java	Bark	309	Edmund Kelley	G. & M. Howland
Java, 2d	do	290	James H. Fisher	Chas. Hitch & Son
John Dawson	do	173	Caleb Babcock	J. & W. R. Wing
John Howland	do	377	Fred'k P. Cole	William O. Brownell ..
Joseph Maxwell	do	263	Stephen Hickmott	Taber, Read & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Jan. 4	June 11, 1873	185	235	570	Sent home 100 sperm, 425 whale.
....do	Feb. —	Sept. 8, 1871	78	61	.....
....do	Feb. 20	Sept. 7, 1871	75	240	.....
....do	Feb. 17	Aug. 30, 1871	60	25	.....	Towed into Vineyard Haven; dismantled in a gale, August 16.
....do	Apr. —	Sept. 2, 1872	95	6	.....	Sent home 206 sperm.
....do	Mar. 23	Nov. 23, 1871	70	10	.....
Atlantic	Nov. 28	Apr. 13, 1874	71	5	.....	Sent home 505 sperm.
....do		Sept. 11, 1873	109	135	.....
Atlantic	May 20	Aug. 14, 1873	150	.....	.....	Sent home 149 sperm.
Desolation Isl'd	June 27	Apr. 11, 1873	.....	987	.....	Sent home 850 elephant
Cum. Inlet.	Apr. 25	Nov. 9, 1871	.....	.....	.....	Nothing but freight; broken up, 1873; bought from Sag Harbor, 1870.
Atlantic	July 22	June 6, 1872	19	385	.....
....do	Aug. 26	June 9, 1872	.....	Clean	.....
....do	Aug. 7	May 14, 1872	.....	401	.....
Cum. Inlet.	May 31	Oct. 28, 1872	.....	228	.....
Atlantic	Aug. 17	June 14, 1872	.....	187	.....	Boat's crew lost by boat capsizing, March 2, 1872; withdrawn and sold, 1874.
Desolation Isl'd	June 26	June 9, 1872	21	1,518	.....
Atlantic	July 17	.....	.....	.....	.....	Sent home 430 sperm, 590 whale, 700 pounds bone; condemned at Barbadoes, December 14, 1874; Sag Harbor's last whaler.
Pacific Ocean ..	Feb. 4	.....	.....	.....	.....	No report; lost at Scammon's Lagoon, Lower California.
Hudson's Bay..	May 28	Sept. 7, 1873	.....	878	13,131	Bought from Nantucket 1873; H. B. Martin, second mate, died January, 1873.
North Pacific..	Jan. 2	May 1, 1876	690	1,172	16,900	
Pacific Ocean ..	June 25	June 8, 1876	670	510	.....
New Zealand ..	Aug. 7	Aug. 17, 1876	2,600	220	1,500	
Indian Ocean ..	June 5	.....	.....	.....	.....	Sent home 428 sperm, 1,170 whale, 8,000 bone; condemned.
Pacific Ocean ..	Dec. 4	Out 1877	.....	.....	.....	Had taken at last report 630 sperm, 1,320 whale.
Atlantic	May 1	May 1, 1875	1,390	45	.....
Pacific Ocean ..	June 10	July 26, 1876	2,215	185	1,100	Mr. Soverino, second mate, died March, '75.
Atlantic	June 18	Aug. 10, 1874	328	.....	.....	Sent home 272 sperm.
....do	May 14	Aug. 5, 1875	1,205	300	.....
North Pacific..	Jan. 9	.....	.....	.....	.....	Added 1871; collided with the Marengo and sunk in the Arctic April 18, 1876; sent home 587 whale, 26,590 bone.
....do	Jan. 3	.....	.....	.....	.....	First mate John N. Norton and boat's crew lost 1874, taken down by a whale; abandoned in the Arctic 1876; sent home 150 sperm, 5,100 whale, 79,500 bone; had 1,600 whale, 10,000 bone on board.
Atlantic	May 28	May 21, 1875	1,650	1,150	3,572	
North Pacific..	Oct. 3	Out 1877	.....	.....	.....	Captain Kelley came home sick 1873; had taken at last report 330 sperm, 3,200 whale, 30,340 bone.
....do	Oct. 2	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 800 whale, 3,000 bone; sent home 520 sperm, 2,050 whale, 20,000 bone.
Indian Ocean ..	Nov. 26	Sept. 14, 1875	1,000	10	.....
....do	June 4	Out 1877	.....	.....	.....	Had taken at last report 1,150 sperm, 2,000 whale.
North Pacific..	Jan. 16	Sent home 1,203 whale, 24,000 bone; condemned and sold at Honolulu December 2, 1874.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1872.				
<i>New Bedford, Mass.—Continued.</i>				
Laetitia	Bark	208	Henry T. Craw	J. & W. R. Wing
Martha	do	233	James E. Stanton	Swift & Allen
Merlin	do	246	Albert A. Thomas	William Watkins
Mt. Wollaston	do	325	West Mitchell	Swift & Allen
Ohio	do	205	— Howland	Loun Snow & Co.
Onward	do	339	H. S. Hayes	G. & M. Howland
Orray Taft	do	134	George J. Parker	Andrew H. Potter
Palmetto	do	215	Sylvanus D. Robinson	C. R. Tucker & Co
Petrel	Schooner	61	Lemuel P. Adams	Philip H. Reed
President, 2d	Bark	123	Geo. W. Seabury	Edmund Maxfield
Selma	do	234	Edw'd P. Silverick	John P. Knowles, 2d
Spartan	do	224	Benjamin Gifford	David B. Kempton
St. George	Ship	392	James H. Knowles	G. & M. Howland
Triton	Bark	264	John Heppingstone	J. & W. R. Wing
Union	Schooner	66	Owen Fisher	Hiram Webb
<i>Fairhaven, Mass.</i>				
Ellen Rodman	Schooner	73	Jacob Anderson	Tucker Damon, jr
Geo. J. Jones	Brig	122	Jos. D. Silva	do
<i>Marion, Mass.</i>				
Admiral Blake	Schooner	84	Wm. C. Hathaway	Andrew J. Hadley
Cohannet	do	83	Loring Braley	do
Wm. Wilson	do	92	Edward Cluny	do
<i>Dartmouth, Mass.</i>				
Cape Horn Pigeon	Bark	212	George O. Baker	William Potter, 2d
<i>Westport, Mass.</i>				
A. Hicks	Bark	303	Timothy Howland	Andrew Hicks
Greyhound	do	163	John M. Allen	Henry Smith
<i>Provincetown, Mass.</i>				
Agate	Schooner	81	— Atkins	W. A. Atkins
Alcyone	do	92	— Ewell	E. & E. K. Cook & Co
Antarctic	do	101	— Cornell	J. E. & G. Bowley
Arizona	do	79	— Nickerson	Stephen Cook
Ada M. Dyer	do	87	— Dyer	Alfred Cook
B. F. Sparks	do	92	— Bell	S. Cook
C. L. Sparks	do	96	— Sparks	David Conwell
E. H. Hatfield	do	80	— Freeman	E. & E. K. Cook & Co
Elbridge Gerry	do	71	— Fisher	Union Wharf Co
Ellen Riprah	do	67	— White	S. Cook
Gracie M. Parker	do	82	— Dyer	A. Cook
John Atwood	do .....	...	— Fisher	E. E. Small
M. E. Simmons	do	105	— Taylor	E. & E. K. Cook & Co
Montezuma	do	60	— Leach	Freeman & Hilliard
N. J. Knights	do	70	— Freeman	D. Conwell
Rising Sun	do	69	— Marshall	Atkins Nickerson
<i>New London, Conn.</i>				
Acor's Barns	Bark	226	— Allen	Williams & Barns
Emma Jane	Schooner	86	— Swain	Williams, Haven & Co
Florence	do	56	— Athenarn	do
Flying Fish	do	75	— Church	Lawrence & Co
Francis Allyn	do	107	— Glass	Williams, Haven & Co
Franklin	do	119	— Buddington	do
Golden West	do	144	— Rogers	Lawrence & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	July 18	Aug. 18, 1875	Bbls. 1,500	Bbls.	Lbs.	
Pacific Ocean ..	Oct. 5	.....	.....	.....	.....	Condemned at Bay of Islands November 20, 1874; sent home 494 sperm, 365 whale.
New Zealand ..	July 2	June 19, 1876	1,920	.....	.....
North Pacific..	July 9	.....	.....	.....	.....	Abandoned in the Arctic 1876; sent home 250 sperm, 2,235 whale, 29,000 bone.
Atlantic	May 28	Oct. 19, 1875	1,600	60	533	
Pacific Ocean ..	June 25	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 1,400 whale, 14,000 bone; sent home 645 sperm, 856 whale, 47,200 bone.
Hudson's Bay..	July 2	.....	.....	.....	.....	Lost on Marble Island, (Hudson's Bay,) September 14, 1872.
Atlantic	Oct. 2	Sept. 4, 1875	1,350	.....	.....
...do	Oct. 21	July 22, 1873	.....	Clean	.....
...do	May 3	Sept. 20, 1874	499	16	.....	Sent home 540 sperm, 10 blackfish.
Pacific Ocean..	June 3	July 1, 1875	1,610	.....	.....
Atlantic	May 22	May 5, 1873	705	.....	.....
North Pacific..	June 4	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 1,400 whale, 1,800 bone; sent home 295 sperm, 4,100 whale, 36,390 bone.
...do	Jan. 2	June 6, 1876	255	2,700	43,000	
Atlantic	May 13	Sept. 21, 1872	87	.....	.....
Atlantic	Oct. 9	Sept. 1, 1873	73	.....	.....
...do	May 28	.....	.....	.....	.....	Sent home 278 sperm; condemned at Barbadoes April 1873.
Atlantic	May 22	Sept. 22, 1873	24	11	.....	Added 1872.
...do	Jan. 30	Aug. 31, 1872	260	20	.....
...do	Dec. 4	Sept. —, 1873	158	9	.....	Sold to Fairhaven 1874.
...do	May 27	June 15, 1873	22	5	285	Sent home 200 sperm.
Pacific Ocean ..	Aug. 8	May 11, 1876	1,070	3,200	.....
Atlantic	July 23	Sept. 14, 1876	1,760	.....	.....
Indian Ocean ..	June 25	Oct. 18, 1875	1,620	500	.....	E. N. Briggs, first mate, drowned by a foul line 1872.
Atlantic	Jan. 31	Sept. 2, 1872	93	221	.....
...do	Feb. 22	Oct. 7, 1872	101	230	.....	Returned 1872.
...do	Apr. 23	Sept. 14, 1872	128	2	.....
...do	Jan. 25	Sept. 6, 1872	.....	221	.....
...do	Jan. 25	Sept. 13, 1872	57	190	.....	Withdrawn 1872.
...do	Feb. 7	Sept. 25, 1872	75	254	.....
...do	May 6	Aug. 28, 1873	107	169	1,468	Sent home 175 sperm.
...do	Apr. 11	Oct. 5, 1872	143	.....	.....	Replaced 1872; sailed again in 1872, arrived September 16, 1873; 137 sperm.
...do	Mar. 16	Sept. 25, 1872	47	72	.....	Returned 1872.
Atlantic	Feb. 22	July 16, 1872	112	214	.....
...do	Jan. 25	Aug. 7, 1872	103	323	.....
Hudson's Bay..	May 29	Oct. 8, 1872	180	3,128	.....	Formerly a freighter; added 1872; withdrawn 1872.
Atlantic	Feb. 22	Sept. 1, 1873	163	156	.....	Sent home 150 sperm, 250 whale.
...do	June 18	Sept. 18, 1873	65	3	.....	Sent home 105 whale; withdrawn 1874.
...do	Feb. 29	Sept. 14, 1872	59	115	.....	Returned 1872.
...do	Jan. 30	Sept. 21, 1872	58	80	.....
North Pacific..	Jan. 18	— —, 1874	235	1,130	22,740	Sold at San Francisco to New Bedford, 1875.
Hurd's Island..	June 27	Oct. 1877	.....	.....	.....	Had at last report 800 whale.
Atlantic	Aug. 6	1875 or 1876	.....	.....	.....	Added 1872; no report.
...do	Aug. 10	Apr. 15, 1874	.....	53	.....
...do	Aug. 20	May 10, 1873	.....	32	.....
...do	Aug. 5	May 12, 1873	27	60	.....
...do	Aug. 15	Apr. 6, 1873	.....	Clean	.....

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1872.				
<i>New London, Conn.—Continued.</i>				
Nile	Ship	292	— Williams	Williams, Haven & Co.
Roman	do	350	— Turner	do
<i>New York, N. Y.</i>				
Lizzie P. Simmons	Schooner	89	— Potts	Lewis J. Phillips
1873.				
<i>New Bedford, Mass.</i>				
Annawan	Bark .....	...	Geo. W. Bassett .....	...
Com. Morris	do	335	George F. Winalow	Swift & Perry
Deadmona	do	236	Sam'l F. Davis	G. & M. Howland
Edward Everett	do	187	Joseph D. Silva	Gideon Allen & Son
Lagoda	do	371	Edward D. Lewis	Jonathan Bourne, jr.
Marcella	do	166	John R. Sturgiss	Chas. R. Tucker & Co.
Mercury	do	311	Chas. H. Gifford	William Phillips & Son
Milton	Ship	373	William C. Fuller	Taber, Gordon & Co.
Morning Star	Bark	232	James E. Potter	Joshua C. Hitch
Pacific	do	341	Gilbert B. Borden	Swift & Perry
Pioneer	do	228	Alex. A. Tripp	G. Allen & Son
Sarah	do	198	Thomas Foster	John P. Knowles, 2d
Stafford	do	156	Edward A. King	Jos. & Wm. R. Wing
Tamerlane	do	372	Geo. W. J. Moulton	Thos. Knowles & Co.
Union	Schooner	66	Philip H. Reed	Philip H. Reed
<i>Dartmouth, Mass.</i>				
Matilda Sears	Bark	231	Charles Childs	William Potter, 2d
<i>Westport, Mass.</i>				
Mattapoisett	Bark	110	Orlando J. Tripp	Henry Smith
Mermaid	do	273	Edward E. Hicks	Andrew Hicks
Sea Queen	do	195	David E. Allen	do
<i>Provincetown, Mass.</i>				
Agate	Schooner	81	— Atkins	W. A. Atkins
Alcyone	do	92	— Ewell	E. & E. K. Cook & Co.
Antarctic	do	101	— Cornell	J. E. & J. Bowley
Arizona	do	79	— White	Stephen Cook
B. F. Sparks	do	92	— Bell	do
E. H. Hatfield	do	89	— Kickcornell	E. & E. K. Cook & Co.
Elbridge Gerry	do	71	— Fisher	Union Wharf Co.
Ellen Rizpah	do	67	— Atkins	S. Cook
Grace M. Parker	do	82	— Dyer	Alfred Cook
N. J. Knights	do	70	— Foster	David Conwell
Quickstep	do	94	— Burch	E. & E. K. Cook & Co.
Rising Sun	do	69	— Taylor	Thomas S. Taylor
Sassacus	do .....	...	...	...
Wm. A. Grozier	do	117	— Roberts	William A. Atkins
<i>Boston, Mass.</i>				
F. H. Moore	Brig	107	— Soper	Robert Soper & Son
Heman Smith	do	123	Chas. B. Barstow	Heman Smith
Sarah E. Lewis	Schooner	96	Geo. H. Cannon	do
<i>Beverly, Mass.</i>				
Eschol	Brig	143	— Williams	F. W. Choate
<i>New London, Conn.</i>				
Charles Colgate	Schooner	250	— Sisson	Lawrence & Co.
Flying Fish	do	75	— Church	do
Francis Allyn	do	107	— Glass	Williams, Haven & Co.

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Sept. 3	May 5, 1873	76	303	.....
Decolation Isld	July 16	Mar. 31, 1873	.....	1,225	.....
Atlantic	July 25	May 8, 1873	.....	Clean	.....	Bought from Provincetown 1872; fitted from New London.
.....	.....	.....	.....	.....	.....	Lost near Bermudas July 8, 1873; five men lost.
Atlantic	July 29	Sept. 24, 1876	2,030	.....	.....
do	June 3	Apr. 29, 1876	1,600	875	.....
do	July 21	Aug. 12, 1875	890	23	.....
Pacific Ocean.	July 21	Out, 1877	.....	.....	.....	Had taken at last report 1,130 sperm, 290 whale, 1,450 bone.
Indian Ocean.	Nov. 11	May 2, 1876	1,050	.....	.....
do	May 13	Nov. 6, 1876	1,200	500	1,200	
Pacific Ocean.	Oct. 8	Oct. 24, 1876	2,360	200	1,363	
do	Nov. 13	Out, 1877	.....	.....	.....	Captain Potter died June 30, 1875; had taken at last report 1,135 sperm.
Atlantic	Oct. 1	Nov. 5, 1876	1,670	.....	.....
do	July 8	Sept. 20, 1874	851	.....	.....	Sent home.
do	Aug. 5	May 2, 1876	1,035	780	.....
Indian Ocean.	June 30	May 24, 1876	880	230	.....
Atlantic	Aug. 6	Out, 1877	.....	.....	.....	Had taken at last report 1,200 sperm; 300 whale.
do	Apr. 10	Sept. 26, 1873	170	.....	.....
Pacific Ocean.	July 22	Out, 1877	.....	.....	.....	Had taken at last report 800 sperm, 670 whale.
Atlantic	June 10	Sept. 21, 1874	337	.....	.....
Indian Ocean.	Aug. 28	Apr. 16, 1876	1,625	.....	.....	Sent home 102 sperm.
do	June 29	Aug. 20, 1875	1,210	80	.....
Atlantic	Feb. 5	Sept. 15, 1873	37	86	.....
do	Feb. 20	Sept. 24, 1873	171	152	.....
do	Feb. 20	Sept. 16, 1873	117	45	.....
do	Feb. 20	Sept. 9, 1873	123	252	.....
do	Feb. 20	Sept. 26, 1873	357	.....	.....
do	Dec. 30	Sept. 23, 1874	242	.....	.....	Sailed again in 1873 or 1874, arrived September 7, 1873, with 250 sperm.
do	Feb. 20	Sept. 10, 1873	191	191	.....	Withdrawn 1874.
do	Feb. 20	Aug. 12, 1873	105	207	.....
do	Feb. 20	Sept. 2, 1873	138	202	.....
do	Feb. 20	Sept. 14, 1873	32	210	.....
do	May 5	Aug. 20, 1874	175	22	.....	Sent home 63 sperm.
do	Feb. 20	Aug. 30, 1873	123	245	1,430	
do .....	.....	.....	.....	.....	.....	Sassacus lost at Cape Negro, (Nova Scotia,) August 24, 1873.
do	May 12	Aug. 17, 1874	487	.....	.....	Replaced 1873; sent home 180 sperm.
Atlantic	May —	Aug. 6, 1875	625	.....	.....
do	May 29	Sept. 24, 1874	187	11	.....	Sent home 200 sperm.
do	May 14	Sept. 17, 1874	222	5	.....	Sent home 151 sperm.
Atlantic	May 20	.....	.....	.....	.....	Condemned at Barbadoes 1874; Beverly's last whaler.
Hurd's Island.	June 18	Apr. 27, 1875	900	400	
South Shetland.	July 23	Apr. 15, 1874	53	
do	July 25	June 14, 1875	Clean	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1873.				
<i>New London, Conn.—Continued.</i>				
Franklin	Schooner	119	Chester	Williams, Haven & Co.
Golden West	do	144	Williams	Lawrence & Co.
Isabella	Brig	192		Williams, Haven & Co.
Roman	Ship	350	Swain	do
Roswell King	Schooner	134	Fuller	do
<i>New York, N. Y.</i>				
L. P. Simmons	Schooner	89	Potts	Lewis J. Phillips
<i>San Francisco, Cal.</i>				
Florence	Bark	245	Williams	Williams, Haven & Co.
1874.				
<i>New Bedford, Mass.</i>				
A. R. Tucker	Bark	129	Amos C. Baker	Jos. & Wm. R. Wing
Abbie Bradford	Schooner	115	Elnathan B. Fisher	Jonathan Bourne, jr
Arvola	Bark	230	Zenas E. Bourne	John P. Knowles, 2d
Canton	do	239	Peleg L. Sherman	Charles R. Tucker & Co.
Cicero	do	226	Edward Penniman	J. P. Knowles, 2d
Cornelius Howland	Ship	333	B. Franklin Homan	Swift & Perry
Eliza	Bark	296	John M. Dimond	J. Bourne, jr
E. H. Adams	Brig	107	William C. Brownell	William Lewis
George & Susan	Bark	343	Andrew K. Heyer	Geo. & Matt. Howland
Hadley	do	163	Hiram J. Cleveland	William Lewis
Janet	do	154		Antone Thomas
James Arnold	Ship	346	Thomas H. Wilson	Taber, Gordon & Co.
Louisa	Bark	304	Martin V. B. Millard	Swift & Allen
Lydia	do	329	John P. Praro	Baylies & Cannon
Mars	do	256	Allen	Gifford & Cummings
Mary & Susan	do	327	James T. Handy	Thos. Knowles & Co.
Mattapoisett	do	110	Jonathan Chase	Abbot P. Smith
Napoleon	do	332	Jared Jernegan	J. Bourne, jr
Nautilus	do	277	Theodore A. Lake	Gideon Allen & Son
Niger	Ship	412	Thomas A. Hallett	Taber, Gordon & Co.
Ocean	Bark	228	Isaac D. Pease	I. H. Bartlett & Sons
Ospray	do	173	Reuben W. Crapo	Swift & Allen
Petrel	do	257	Charles S. Downs	T. Knowles & Co.
Petrel	Schooner	61	Michael A. Baker	Philip H. Reed
President	Bark	257	Robert F. Gifford	J. Bourne, jr
Sea Ranger	do	273	John W. Cornell	I. H. Bartlett & Sons
Stamboul	do	260	Horace Montross	Joshua C. Hitch
Union	Schooner	66	Philip H. Reed	Philip H. Reed
Vigilant	Bark	215	William D. Gifford	William Watkins
Wave	do	150	B. A. Briggs	T. Knowles & Co.
<i>Fairhaven, Mass.</i>				
Ellen Rodman	Schooner	72	Joseph S. Gelett	Tucker Damon, jr
<i>Marion, Mass.</i>				
Adm'l Blake	Schooner	84	William C. Hathaway	Andrew J. Hadley
William Wilson	do	92	Loring Brailey	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
South Shetland.	July 22	May 13, 1874	Bbls.	Bbls.	Lbs.	
...do	July 24	Apr. 20, 1874	31	112	.....
Cumberl'd Inlet	June 26	Sept. 2, 1873	.....	Clean	.....
Hard's Island	May 17	Apr. 17, 1874	.....	1,441	2,314	
...do	Aug. 5	Apr. 22, 1875	30	750	1,800	
South Shetland.	Aug. 2	May 7, 1875	Clean	.....	.....	Belonged to New London.
Pacific Ocean	Dec. 24	Nov. 12, 1874	80	200	.....	Added 1872.
Atlantic	Nov. 26	Oct. 25, 1876	800	.....	.....
Hudson's Bay	May 12	Sept. 14, 1875	60	65	12,000	First mate and boat's crew lost in the ice September 5, 1874.
Indian Ocean	July 16	Oct, 1877	.....	.....	.....	Had taken at last report 800 sperm.
...do	Dec. 8	Oct, 1877	.....	.....	.....	Had taken at last report 900 sperm, 10 whale.
Atlantic	May 9	Dec. 6, 1875	250	300	.....
North Pacific	Aug. 4	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 1,400 whale, 8,600 bone; sent home 600 sperm, 1,220 whale, 10,000 bone.
Pacific Ocean	May 22	Oct, 1877	.....	.....	.....	Had taken at last report 150 sperm.
Atlantic	Oct. 1	Aug. 15, 1876	330	10	.....
...do	Sept. 17	Oct, 1877	.....	.....	.....	Had taken at last report 1,250 sperm, 1,250 whale.
...do	Oct. 29	Oct, 1877	.....	.....	.....	Had taken at last report 740 sperm, 15 whale.
...do	.....	Nov. 27, 1874	172	.....	.....	Bought from Westport 1874.
Pacific Ocean	June 3	Oct, 1877	.....	.....	.....	Had taken at last report 1,400 sperm.
Atlantic	Aug. 11	Oct, 1877	.....	.....	.....	Had taken at last report 640 sperm, 900 whale, 545 bone.
Pacific Ocean	June 18	Oct, 1877	.....	.....	.....	Had taken at last report 1,150 sperm.
...do	July 1	Oct, 1877	.....	.....	.....	Had taken at last report 1,375 sperm, 75 whale.
...do	Aug. 11	Oct, 1877	.....	.....	.....	Had taken at last report 1,750 sperm.
Atlantic	Oct. 14	July 3, 1876	400	200	.....	Bought from Westport 1874.
...do	July 13	Oct, 1877	.....	.....	.....	Had taken at last report 940 sperm.
Pacific Ocean	Aug. 25	Oct, 1877	.....	.....	.....	Had taken at last report 1,720 sperm.
...do	Oct. 17	Oct, 1877	.....	.....	.....	Had taken at last report 1,400 sperm, 500 whale.
Atlantic	July 21	Oct, 1877	.....	.....	.....	Had taken at last report 1,350 sperm.
...do	Nov. 10	Oct. 26, 1876	880	.....	.....
Indian Ocean	July 7	Oct, 1877	.....	.....	.....	Had taken at last report 1,000 sperm, 200 whale, 1,629 bone.
Atlantic	May 9	Sept. 7, 1875	125	.....	.....
Hudson's Bay	June 9	Sept. 16, 1875	.....	500	8,000	
Atlantic	July 1	Sept. 27, 1875	1,650	.....	.....
Pacific Ocean	May 27	Oct, 1877	.....	.....	.....	T. F. Morse, third mate, killed by a whale June, 1874; had at last report 1,100 sperm.
Atlantic	May 19	May 9, 1875	180	10	.....
Pacific Ocean	Nov. 3	Oct, 1877	.....	.....	.....	Had at last report 600 sperm, 475 whale.
Atlantic	May 19	Oct. 5, 1876	750	.....	.....
Atlantic	Apr. 21	Sept. 3, 1874	85	.....	.....
.....	Sept. 21	Sept. 17, 1875	170	136	.....
Atlantic	May 22	Oct. 6, 1874	78	
.....	Oct. 27	Apr. 17, 1875	85	5	
.....do	June 11	Oct. 9, 1874	182	
.....do	Dec. 2	Sept. 16, 1875	183	35	

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1874.				
<i>Edgartown, Mass.</i>				
Perry	Bark	150	George W. Bassett...	Samuel Osborn, jr.
<i>Provincetown, Mass.</i>				
Agate	Schooner	81	Atkins	W. A. Atkins
Aleyone	do	92	Fisher	E. & E. K. Cooke & Co.
Antarctic	do	101	Bell	W. A. Atkins
Arizona	do	79	White	Stephen Cook
B. F. Sparks	do	92	Ewell	do
Charles Thompson	do	152	Leach	S. S. Swift
C. L. Sparks	do	96	Sparks	David Conwell
Ellen Rispah	do	67	Atkins	S. Cook
Gracie M. Parker	do	82	Dyer	Alfred Cook
M. E. Simmons	do	103	Rich	E. & E. K. Cook & Co.
N. J. Knights	do	70	Foster	D. Conwell
Rising Sun	do	69	Taylor	Thomas S. Taylor
<i>Boston, Mass.</i>				
E. B. Phillips	Bark	144	Joseph F. Francis	John Medina
Rosa Baker	Brig	106	Joseph Thompson	Heman Smith
Wm. Martin	Schooner	92	Martin	do
<i>New London, Conn.</i>				
Franklin	Schooner	119	Buddington	Williams, Haven & Co.
Golden West	do	144	Williams	Lawrence & Co.
Nile	Ship	293	Spicer	Williams, Haven & Co.
Roman	do	350	Rogers	do
<i>New York, N. Y.</i>				
Oak	Bark	152	Gifford	Henry Shuber
1875.				
<i>New Bedford, Mass.</i>				
Abm. Barker	Bark	380	Otis F. Thacher	Jos. & Wm. R. Wing
Abbott Lawrence	Brig	160	Elisha H. Russell	William Lewis
Acors Barns	Bark	296	Hickmott	I. H. Bartlett & Sons
Adeline Gibbs	do	327	M. L. Snell	Jonathan Bourne, jr.
Benj. Cummings	do	305	Roswell Brown	Taber, Gordon & Co.
Calico	do	295	Henry T. Craw	do
Catalpa	do	202	George S. Anthony	John T. Richardson
Charles W. Morgan	do	314	John M. Tinkham	J. & W. R. Wing
Draco	do	258	Henry M. Peaks	J. Bourne, jr.
Edward Everett	do	187	Rufus W. Gifford	Gideon Allen & Son
Emma C. Jones	Ship	307	Sylv. B. Potter	William Watkins
Falcon	Bark	285	Alonso O. Herendeen	Thos. Knowles & Co.
Gazelle	do	273	Andrew J. Mosher	Swift & Allen
General Scott	do	315	Charles H. Robinson	J. T. Richardson
George & Mary	do	105	George H. Cannon	J. Bourne, jr.
Golden City	Schooner	89	Henry Clay	Henry Clay
Greyhound	Bark	163	Timothy C. Allen	Abbott P. Smith
Heracles	do	311	Jirch Sherman	Swift & Perry

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	Bbls.	Lbs.	
Atlantic	Aug. 12	Out, 1877 .....	.....	.....	.....	Bought from New London 1874; had taken at last report 630 sperm.
Atlantic	Feb. 12	Sept. 24, 1874	134	150	.....
do	Jan. 24	Sept. 10, 1874	.....	275	.....
do	Mar. 30	Oct. 7, 1874	315	.....	.....
do	Feb. 23	Sept. 10, 1874	100	101	.....
do	June 22	Aug. 9, 1875	985	140	.....
do	May 28	Oct. 14, 1874	34	8	.....	Added 1874; sent home 145 sperm, 20 whale; sailed again 1874 or 1875; returned September 21, 1875, with 315 sperm, 10 whale.
do	Apr. 14	Sept. 15, 1875	230	100	.....
do	Feb. 28	Aug. 20, 1874	114	197	.....
do	Mar. 2	Sept. 13, 1874	148	222	.....
do	Mar. 2	Sept. 6, 1874	19	266	.....
do	Feb. 12	Sept. 9, 1874	92	83	.....
do	Feb. —	Sept. 19, 1874	140	210	.....
Atlantic	July 28	July 30, 1876	450	.....	.....	Added 1874 from New London.
do	May 22	May 2, 1875	270	15	.....
do	June 5	Oct. 4, 1874	56	.....	.....	} Added 1874.
do	Nov. 13	Sept. 21, 1875	320	15	.....
Atlantic	July 15	Apr. 22, 1875	160	.....	.....	Sold to New Bedford 1875.
do	July 18	May 4, 1875	.....	50	.....
Cum. Inlet	June 15	Dec. 2, 1874	.....	800	8,000	
Desolation Isld	June 22	May 13, 1876	50	1,300	.....	Sold to New Bedford 1876.
Pacific Ocean ..	Dec. 22	Out, 1877 .....	.....	.....	.....	Had taken at last report 300 sperm, 1,500 whale.
Pacific Ocean ..	Oct. 26	Out, 1877 .....	.....	.....	.....	Had at last report 220 sperm, 80 whale.
Atlantic	Apr. 20	Out, 1877 .....	.....	.....	.....	Bought from Fairhaven 1874; had at last report 320 sperm.
North Pacific ..	Mar. 27	.....	.....	.....	.....	Bought from New London 1875; abandoned in the Arctic 1876; sent home 130 sperm, 1,650 whale, 13,450 bone; had on board 900 bone.
Atlantic	Aug. 9	Out, 1877 .....	.....	.....	.....	Had taken at last report 360 sperm, 600 whale.
Pacific Ocean ..	Nov. 17	.....	.....	.....	.....	Lost on the island of Fogo December 20, 1875.
Indian Ocean ..	Nov. 30	Out, 1877 .....	.....	.....	.....	Had taken at last report 300 sperm.
Atlantic	Apr. 29	Aug. 24, 1876	250	.....	.....	Returned to whaling; fitted ostensibly for whaling, but was owned by parties who dispatched her to Australia, where she rescued the Fenian prisoners.
do	Apr. 23	Out, 1877 .....	.....	.....	.....	Had taken at last report 375 sperm.
do	July 1	Out, 1877 .....	.....	.....	.....	Had taken at last report 180 sperm, 700 whale.
do	Oct. 5	.....	.....	.....	.....	Lost in a gale 5 days out.
Pacific Ocean ..	June 1	Out, 1877 .....	.....	.....	.....	Had taken at last report 980 sperm.
do	Oct. 26	Out, 1877 .....	.....	.....	.....	Had taken at last report 450 sperm.
do	June 22	Out, 1877 .....	.....	.....	.....	Had taken at last report 470 sperm, 90 whale, 729 bone.
Indian Ocean ..	July 7	Out, 1877 .....	.....	.....	.....	Had taken at last report 600 sperm.
Atlantic	May 4	Out, 1877 .....	.....	.....	.....	Had taken at last report 250 sperm; bought from New London 1874.
do	Dec. 9	Sept. 22, 1876	440	40	.....	Bought from Boston.
Indian Ocean ..	Nov. 30	Out, 1877	Had taken at last report 400 sperm, 1,000 bone.
do	Oct. 19	Out, 1877	Had taken at last report 400 sperm.

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1875.				
<i>New Bedford, Mass.—Continued.</i>				
Hope On	Bark....	191	Michael A. Baker.....	J. T. Richardson
Hunter .....	..do....	355	Charles L. Holt	J. Bourne, jr
Janet .....	..do....	154	Peter Gartland	William Lewis
Janus .....	..do....	276	Warren Gifford	Swift & Perry
Jireh Porry	Ship....	316	Amos A. Chase .....	..do
John Carver	Bark....	319	Aaron Dean	T. Knowles & Co.
John Dawson .....	..do....	173	Caleb Babcock	J. & W. R. Wing
John P. West .....	..do....	353	Calvin Manchester	Simoon N. West
Josephine .....	..do....	363	Charles Hamill	Swift & Perry
Kathleen .....	..do....	206	S. R. Howland	J. & W. R. Wing
Lettitia .....	..do....	202	George F. Church .....	..do
Lancer .....	..do....	295	James Dowden	William Lewis
Linda Stewart .....	..do....	336	Benjamin I. Wilson .....	..do
Midas .....	..do....	313	Josh. G. Latham	Joshua C. Hitch
Norman .....	..do....	316	Thomas G. Campbell	Loam Snow, jr
Ohio 2d .....	..do....	363	Fred. H. Smith	Swift & Perry
Osmanti .....	..do....	292	Abraham Osborn	Gifford & Cummins
Palmetto .....	..do....	215	Edmund H. Bolles	Chas. R. Tucker & Co
Peru .....	..do....	250	Jasper M. Ears	John McCullough
Pioneer .....	..do....	222	Alexander R. Tripp	G. Allen & Son
Petrel	Schooner	61	Philip H. Reed	Philip H. Reed
Platina	Bark....	214	Walter F. Howland	C. R. Tucker & Co
President .....	..do....	257	Alfred C. Davis	Jonathan Bourne, jr
President 2d .....	..do....	123	William J. Robinson	C. R. Tucker & Co
Rainbow .....	..do....	351	Bernard Cogan	I. H. Bartlett & Sons
Roussseau .....	..do....	305	Eber C. Almy	G. & M. Howland
Sappho .....	..do....	263	James H. Edick	William Lewis
Sarah B. Hale .....	..do....	183	Holder Slocum	G. Allen & Son
Sea Breeze .....	..do....	323	William M. Barnes	J. Bourne, jr
Sea Fox .....	..do....	166	Otis F. Hamblin	J. P. Knowles, 2d
Seine .....	..do....	234	— White .....	..do
Spartan .....	..do....	294	Oriando J. Tripp	Charles H. Gifford
Three Brothers .....	..do....	357	Leander J. Owen	I. H. Bartlett & Sons
Union	Schooner	66	— Barstow	Philip H. Reed
Young Phoenix	Ship....	355	David L. Gifford	Wm. Phillips & Son
<i>Fairhaven, Mass.</i>				
Cohannet	Schooner	63	Owen Fisher .....	.....
<i>Marion, Mass.</i>				
Admiral Blake	Schooner	84	W. C. Hathaway	Andrew J. Hadley
<i>Westport, Mass.</i>				
Sea Queen	Bark....	195	Hezekiah Allen	Andrew Hicks
<i>Edgartown, Mass.</i>				
Clarice	Bark....	183	— Marchant	Samuel Osborn, jr
<i>Provincetown, Mass.</i>				
Agate	Schooner	81	— Atkins	W. A. Atkins

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
Atlantic	Nov. 24	Out, 1877	Bbls.	Bbls.	Lbs.	Formerly a schooner; added from Boston and rerigged; had taken at last report 160 sperm, 375 whale.
Pacific Ocean ..	Sept. 20	Out, 1877				Had taken at last report 630 sperm, 95 whale.
Atlantic	Apr. 14	Nov. 4, 1876	750			
do	July 20	Jan. 1, 1877	580	3,900		
Indian Ocean ..	Sept. 27	Out, 1877				Had taken at last report 625 sperm.
Pacific Ocean ..	June. 1	Out, 1877				Captain Dean died of heart disease July 28, 1876; had taken at last report 250 sperm, 60 whale.
Indian Ocean ..	Nov. 25	Out, 1877				Had taken at last report 260 sperm.
Pacific Ocean ..	May 4	Out, 1877				Had taken at last report 1,050 sperm.
North Pacific ..	Aug. 24					Abandoned in the Arctic 1876; had 1,400 whale, 10,000 bone; sent home 190 sperm.
Indian Ocean ..	July 19	Out, 1877				Had taken at last report 440 sperm.
do	Oct. 11	Out, 1877				Had taken at last report 450 sperm.
Atlantic	June 15	Out, 1877				Had taken at last report 645 sperm.
do	July 7	Out, 1877				Had taken at last report 966 sperm.
do	Oct. 26	Out, 1877				Had taken at last report 190 sperm.
North Pacific ..	Oct. 9	Out, 1877				Had taken at last report 160 sperm, 500 whale.
Atlantic	July 6	Out, 1877				Had taken at last report 970 sperm.
Pacific Ocean ..	July 20	Out, 1877				Had taken at last report 170 sperm, 290 whale, 1,800 bone.
Atlantic	Nov. 24	Out, 1877				Had taken at last report 750 sperm.
do	Apr. 15	Out, 1877				Had taken at last report 640 sperm; bought from New London 1874.
do	Apr. 10	Out, 1877				Had taken at last report 700 sperm.
do		Sept. 16, 1876	130			
Indian Ocean ..	Oct. 28	Out, 1877				Had taken at last report 250 sperm.
Atlantic	Nov. 17	June 14, 1876	60			Returned leaking.
do	Apr. 29	Out, 1877				Had taken at last report 700 sperm.
North Pacific ..	Jan. 21	Out, 1877				Captain Cogan came home 1875; had taken at last report 185 sperm, 1,350 whale, 32,300 bone.
Atlantic	July 14	Out, 1877				Had taken at last report 170 sperm, 250 whale.
do	Dec. 1	Out, 1877				Had taken at last report 560 sperm.
do	Apr. 27	Out, 1877				Bought from Portland, Me., 1874; had taken at last report 400 sperm.
Pacific Ocean ..	Oct. 2	Out, 1877				Had taken at last report 175 sperm, 375 whale.
do	June 1	Out, 1877				Bought from Westport 1874; had taken at last report 750 sperm, 80 whale.
Atlantic	July 30	Oct. 22, 1876	575	25		
do	May 12					Condemned at St. Michaels November 6, 1876; sent home 360 sperm.
North Pacific ..	Oct. 12	Out, 1877				Had taken at last report 30 sperm, 1,700 whale, 14,920 bone.
Atlantic	June 8	Sept. 12, 1876	67	7		
Indian Ocean ..	July 8	Out, 1877				Had taken at last report 75 sperm, 425 whale.
Atlantic	May 1	Nov. 16, 1875	14			Bought from Marion 1874.
Atlantic	May 26	Oct. 4, 1875	195	10		Sailed again in 1875; arrived March 31, 1876, with 80 sperm, 20 whale.
Atlantic	Oct. 25	Out, 1877				Had taken at last report 130 sperm.
Atlantic	Nov. 3	Out, 1877				Had taken at last report 530 sperm.
Atlantic	Mar. 25	Aug. 2, 1876	310	100		

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Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1875.				
<i>Provincetown, Mass.—Continued.</i>				
Alcyone	Schooner	92	— Fieher	E. & E. K. Cook & Co ..
Antarctic	do	101	— Bell	W. A. Atkins
Arizona	do	92	— White	Stephen Cook
D. A. Small	Brig	119	William Curran	William Curran
Edward Lee	Schooner	110	Asaph Atkins	Asaph Atkins
E. H. Hatfield	do	89	— Kiekcornell	E. & E. K. Cook & Co ..
Ellen Rizzpah	do	67	— Dunham	S. Cook
Gage H. Phillips	do	107	— Cook	do
Lottie E. Cook	do	82	Israel A. Dyer	William A. Atkins
M. K. Simmons	do	105	— Rich	E. & E. K. Cook & Co ..
Quickstep	do	94	— Higgins	do
Rising Sun	do	69	— Taylor	Thomas S. Taylor
Wm. A. Grozier	do	117	— Roberts	W. A. Atkins
<i>Boston, Mass.</i>				
F. H. Moore	Brig	107	Robert Soper	Frederick Davis
Louisa A	Schooner	122	George E. Senter	Heman Smith
Rosa Baker	Brig	108	Joseph Thompson	do
Sarah E. Lewis	Schooner	96	— Cook	do
<i>New London, Conn.</i>				
Charles Colgate	Schooner	250	— Sisson	Lawrence & Co
Flying Fish	do	75	— Neal	do
Francis Ailyn	do	107	— Glass	Haven, Williams & Co ..
Golden West	do	144	— Williams	Lawrence & Co
Isabella	Brig	192	— Palmer	Haven, Williams & Co ..
L. P. Simmons	Schooner	89	— Biddington	do
Nile	Ship	298	— Spicer	do
Roswell King	Schooner	134	— Fuller	do
<i>San Francisco, Cal.</i>				
Florence	Bark	245	.....	Thomas W. Williams ..
1876.				
<i>New Bedford, Mass.</i>				
Abbie Bradford	Schooner	115	E. B. Fieher	Jonathan Bourne
A. Houghton	Bark	219	James G. Sinclair	John T. Richardson
Alaska	do	347	Charles M. Fieher	Jonathan Bourne
A. R. Tucker	do	145	Amos C. Baker	J. & W. R. Wing
Arnolds	do	340	Isaac C. Howland	Loum Snow, jr
Amelia	Schooner	95	— Braley	William N. Church
Atlantic	Bark	291	Benjamin F. Wing	Jos. & Wm. R. Wing
Bartholemew Gosnold	do	365	Sylv. D. Robinson	Charles R. Tucker & Co ..
Bounding Billow	do	262	Harvey E. Luce	Gifford & Cummings
California	Ship	367	George F. Brightman	Chas. R. Tucker & Co ..
Cicero	Bark	226	Thomas Foster	John P. Knowles, 2d ..
Cleone	do	346	James E. Stanton	Swift & Allen
Decademona	do	236	Francis W. Vincent	Geo. & Mat. Howland ..
E. B. Phillips	do	144	Joseph F. Francis	John McCullough
Eliza Adams	Ship	408	John W. Cornell	Taber, Gordon & Co ..
E. H. Adams	Brig	107	Leonard E. West	William Lewis
Europa	Bark	323	Edward Penniman	Swift & Perry
Franklin	Schooner	77	David B. Sprague	William Lewis
Helen Mar	Bark	324	George E. Bauldry	Swift & Allen
John & Winthrop	do	338	Edward P. Silverick	John P. Knowles, 2d ..
Laconia	do	157	Rufus W. Gifford	William Lewis
Marcella	do	166	Frederick P. Tripp	Chas. R. Tucker & Co ..
Mattapoisett	do	110	Welcome J. Lawton	Abbott P. Smith
Mercury	do	311	J. Franklin Brooks	William Phillips & Son ..
Merlin	do	246	John H. Sturgis	Chas. R. Tucker & Co ..
Minnesota	Ship	243	David E. Allen	William Lewis

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	Apr. 10	Oct. 4, 1875	90	.....	.....
do	Mar. 25	Oct. 21, 1875	100	.....	.....
do	Mar. 19	Sept. 22, 1875	160	.....	.....
do	Mar. 25	Aug. 16, 1876	300	.....	.....	Returned to whaling 1875.
do	Mar. 11	Sept. 27, 1875	90	.....	.....	Bought from Newburyport 1874.
Atlantic	Jan. 23	Sept. 4, 1876	190	.....	.....
do	Mar. 19	Sept. 21, 1875	.....	220	.....
do	Jan. 8	Sept. 7, 1875	.....	450	.....	Resumed 1875; sailed again in December; last reported with 75 sperm.
do	Mar. 19	Sept. 21, 1875	20	190	.....	Bought 1874.
do	Mar. 30	Sept. 26, 1875	170	.....	.....
do	Jan. 23	Sept. 24, 1875	160	.....	.....
do	Dec. 18	Sept. 22, 1876	75	15	.....
do	Mar. 27	Sept. 22, 1875	159	60	.....
do	Mar. 25	Aug. 20, 1876	680	30	.....
Atlantic	Oct. 19	Out, 1877	.....	.....	.....	Had taken at last report 600 sperm.
do	Sept. 23, 1875	.....	160	.....	.....	} Replaced 1875.
do	Dec. 1	Oct. 4, 1876	220	.....	.....
do	June 29	Sept. 14, 1876	45	.....	.....
do	Oct. 11	Sept. 22, 1876	132	.....	.....
Desolation Isld	June 15	Out, 1877	.....	.....	.....	Last reported with 240 whale.
do	July 7	Apr. 2, 1876	.....	200	.....
Atlantic	July 27	Out, 1877	.....	.....	.....	David Gavitt, second mate, lost at sea 1876.
Desolation Isld	June 30	....., 1876	.....	.....	.....
Cum. Inlet	June 8	Out, 1877	.....	.....	.....	Had at last report 250 whale, 4,000 bone.
Atlantic	July 13	Apr. 1, 1876	.....	500	.....
Cum. Inlet	May 4	Jan. 11, 1876	.....	380	5,000	
Desolation Isld	June 29	Out, 1877	.....	.....	.....	Had at last report 300 whale.
Pacific Ocean	Mar. 31	Nov. 3, 1875	.....	1,250	.....
Atlantic	May 4	Out, 1877	.....	.....	.....
Hudson's Bay	May 23	Out, 1877	.....	.....	.....	Rebuilt by the United States during the rebellion.
Pacific Ocean	June 1	Out, 1877	.....	.....	.....	Had taken at last report 280 sperm.
Atlantic	Dec. 12	Out, 1877	.....	.....	.....
do	July 6	Out, 1877	.....	.....	.....
do	Dec. 27	Out, 1877	.....	.....	.....	Had taken at last report 60 sperm.
Indian Ocean	Aug. 8	Out, 1877	.....	.....	.....	Had taken at last report 12 sperm.
Atlantic	May 23	Out, 1877	.....	.....	.....	Had taken at last report 300 sperm.
Pacific Ocean	Sept. 13	Out, 1877	.....	.....	.....	Built at Chelsea 1854; had taken at last report 20 sperm.
do	Nov. 8	Out, 1877	.....	.....	.....
Atlantic	Sept. 6	Out, 1877	.....	.....	.....	Had taken at last report 100 sperm.
North Pacific	May 23	Out, 1877	.....	.....	.....	Captain Stanton came home sick 1876; returned to whaling 1876; had taken at last report 130 sperm.
Atlantic	July 20	Out, 1877	.....	.....	.....	Had taken at last report 20 sperm.
do	Nov. 1	Out, 1877	.....	.....	.....	Bought from Boston.
do	Sept. 6	Out, 1877	.....	.....	.....	Had taken at last report 125 sperm.
do	Oct. 3	Out, 1877	.....	.....	.....
Pacific Ocean	Sept. 12	Out, 1877	.....	.....	.....	Had taken at last report 150 sperm.
Atlantic	Aug. 29	Out, 1877	.....	.....	.....	Bought from New London.
North Pacific	July 6	Out, 1877	.....	.....	.....
Pacific Ocean	July 19	Out, 1877	.....	.....	.....	Had taken at last report 12 sperm.
Indian Ocean	May 30	Out, 1877	.....	.....	.....	Had taken at last report 160 sperm.
do	Aug. 1	Out, 1877	.....	.....	.....
Atlantic	Aug. 7	Out, 1877	.....	.....	.....	Had taken at last report 60 sperm.
North Pacific	Dec. 14	Out, 1877	.....	.....	.....
Indian Ocean	Nov. 27	Out, 1877	.....	.....	.....
do	July 11	Out, 1877	.....	.....	.....	Returned to whaling 1876.

656 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1876.				
<i>New Bedford, Mass.—Continued.</i>				
Ohio.....	Bark.....	205	William B. Ellis.....	Loum Snow, jr.....
Pedro Varela.....	Schooner.....	89	Anthony P. Brenton.....	Gideon Allen & Son.....
Petrel.....	do.....	61	James Avery.....	Philip H. Reed.....
President.....	Bark.....	257	Thomas F. Pease.....	Jonathan Bourne.....
Pacific.....	do.....	341	Charles R. Smethers.....	Swift & Perry.....
Progress.....	do.....	353	William T. Hawes.....	I. H. Bartlett & Sons.....
Sarah.....	do.....	138	Joseph D. Silva.....	John P. Knowles, 2d.....
Sea Ranger.....	do.....	273	Stephen Flanders.....	I. H. Bartlett & Sons.....
Seine.....	do.....	234	Henry Clay.....	John P. Knowles, 2d.....
Stafford.....	do.....	156	Edward A. King.....	Jos. & Wm. R. Wing.....
Sunbeam.....	do.....	253	Benjamin Gifford.....	do.....
Swallow.....	do.....	326	Thomas L. Ellis.....	Swift & Perry.....
Triton.....	do.....	264	Charles F. Keith.....	J. & W. R. Wing.....
Thomas Pope.....	do.....	231	Joseph W. Lavers.....	William Lewis.....
Tropic Bird.....	do.....	143	Owen H. Tilton.....	do.....
Varunum H. Hill.....	Brig.....	126	Dennis D. Baxter.....	John McCullough.....
Wave.....	Bark.....	150	James H. Hammond.....	Thomas Knowles & Co.....
<i>Fairhaven, Mass.</i>				
Cohannet.....	Schooner.....	83	Edgar W. Crapo.....	Jeremiah H. Pease.....
Ellen Rodman.....	do.....	73	Charles H. Wilbur.....	Tucker Damon, jr.....
<i>Marion, Mass.</i>				
Admiral Blake.....	Schooner.....	84	William C. Hathaway.....	Andrew J. Hadley.....
William Wilson.....	do.....	92	{ Loring Braley..... { Charles B. Barstow.....	{ do..... { do.....
<i>Dartmouth, Mass.</i>				
Cape Horn Pigeon.....	Bark.....	212	George O. Baker.....	William Potter, 2d.....
<i>Westport, Mass.</i>				
A. Hicks.....	Bark.....	303	Edward E. Hicks.....	Andrew Hicks.....
Mermaid.....	do.....	273	George E. Allen.....	do.....
<i>Edgartown, Mass.</i>				
Mary Frazier.....	Bark.....	301	— Dexter.....	Samuel Osborn, jr.....
<i>Provincetown, Mass.</i>				
Aloyone.....	Schooner.....	92	— Fisher.....	E. & E. K. Cook & Co.....
Antarctic.....	do.....	101	— Bell.....	William A. Atkins.....
Arizona.....	do.....	79	— White.....	Stephen Cook.....
B. F. Sparks.....	do.....	92	— Ewell.....	do.....
Carrie W. Clark.....	do.....	116	— Burch.....	Central Wharf Company.....
Charles Thompson.....	do.....	152	— Leach.....	S. S. Swift.....
C. L. Sparks.....	do.....	96	— Sparks.....	David Conwell.....
Edward Lee.....	do.....	110	— Atkins.....	Asaph Atkins.....
E. H. Hatfield.....	do.....	89	— Kirkcormell.....	E. & E. K. Cook & Co.....
Ellen Rizpah.....	do.....	67	— Dunham.....	Stephen Cook.....
Grace M. Parker.....	do.....	82	— Dyer.....	Alfred Cook.....
H. M. Simmons.....	do.....	116	— Atkins.....	William A. Atkins.....
Lottie E. Cook.....	do.....	82	— Dyer.....	do.....
M. E. Simmons.....	do.....	105	— Rich.....	E. & E. K. Cook & Co.....
N. J. Knights.....	do.....	70	— Foster.....	David Conwell.....
Quickstep.....	do.....	94	— Manly.....	E. & E. K. Cook & Co.....
Rising Sun.....	do.....	69	— Taylor.....	Thomas S. Taylor.....
<i>Boston, Mass.</i>				
Heman Smith.....	Brig.....	122	John J. Cook.....	Heman Smith.....
William Martin.....	Schooner.....	93	William Martin.....	do.....
Sarah E. Lewis.....	do.....	96	— Cook.....	do.....
<i>New London, Conn.</i>				
Florence.....	Schooner.....	56	— Miner.....	Haven, Williams & Co.....

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	May 9	Out, 1877				Had taken at last report 100 sperm.
do	Nov. 6	Out, 1877				
do	Nov. 16	Out, 1877				Had taken at last report 35 sperm.
do	July 28	Out, 1877				Had taken at last report 30 sperm.
North Pacific ..	Dec. 13	Out, 1877				
do	Nov. 16	Out, 1877				
Atlantic	June 20	Out, 1877				Had taken at last report 215 sperm.
do	July 6	Out, 1877				Had at last report 30 sperm.
do	Nov. 9	Out, 1877				Had at last report 115 sperm.
do	July 17	Out, 1877				Had at last report 75 sperm.
do	May 2	Out, 1877				Had at last report 430 sperm.
do	Apr. 18	Out, 1877				Returned to whaling; had at last report 430 sperm.
do	Aug. 26	Out, 1877				Had taken at last report 140 sperm.
North Pacific ..	Dec. 7	Out, 1877				
Atlantic	May 2	Out, 1877				Had taken at last report 250 sperm.
do	Sept. 7	Out, 1877				Bought from Provincetown.
do	Nov. 15	Out, 1877				
Atlantic	May 2	Sept. 22, 1876	75			
do	Nov. 14	Out, 1877				
do	Dec. 1	Out, 1877				
Atlantic	May 18	Oct. 8, 1876	80			Sailed again in December.
do	Mar. 27	Sept. 14, 1876	100			} Had at last report 60 sperm.
do	Nov. 27	Out, 1877				
Pacific Ocean ..	Sept. 6	Out, 1877				Had taken at last report 25 sperm.
Indian Ocean ..	Oct. 18	Out, 1877				
do	June 30	Out, 1877				Had taken at last report 365 sperm.
Atlantic	Oct. 25	Out, 1877				
Atlantic	Apr. 20	Out, 1877				Had taken at last report 340 sperm.
do	Jan. 22	Sept. 26, 1876	115	80		
do	Jan. 24	Sept. 15, 1876	80	20		
do	May 11	Out, 1877				Had taken at last report 160 sperm.
do	Mar. —	Out, 1877				Had taken at last report 230 sperm.
do	Jan. 24	Out, 1877				Had taken at last report 150 sperm, 20 whale.
do	May 1	Out, 1877				Had taken at last report 190 sperm.
do	Jan. 24	Sept. 16, 1876		180		
do	Jan. 22	Aug. 20, 1876				
do	Jan. 24	July 30, 1876	110	200		Sailed again in December.
do	Feb. 21	Sept. 4, 1876	165	200		
do	Apr. 20	Out, 1877				Had taken at last report 150 sperm.
do	Jan. 24	Sept. 15, 1876	75	200		
do	Feb. 21	Sept. 15, 1876	150	200		
do	Jan. 8	Aug. 25, 1876	180	125		
do	Nov. 11	Out, 1877				Had taken at last report 25 sperm.
do	Feb. 18	Sept. 12, 1876	100	200		
Atlantic	May 12	Out, 1877				Last reported with 150 sperm, 10 whale.
do	May 8	Oct. 2, 1876	225			
do	Dec. 18	Out, 1877				
Atlantic	July 22	Out, 1877				

658 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1876.				
<i>New London, Conn.—Continued.</i>				
Flying Fish	Schooner	75	— Holmes	Lawrence & Co
Golden West	do	144	— Williams	do
L. P. Simmons	do	89	— Buddington	Haven, Williams & Co
Nile	Ship	293	— Spicer	do
Trinity	Bark	317	— Rogers	Lawrence & Co
<i>San Francisco, Cal.</i>				
Clara Bell	Bark	196	— Williams	Richard T. Howland
Florence	do	245	— Williams	Thomas W. Williams

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			<i>Bbls.</i>	<i>Bbls.</i>	<i>Lbs.</i>	
Atlantic	June 29	Out, 1877 ...	.....	.....	.....
....do	Aug. 9	Out, 1877 ...	.....	.....	.....
....do	June 27	Out, 1877 ...	.....	.....	.....
Cum. Inlet	June 24	Nov. 17, 1876	.....	550	6,500	
Atlantic	July 1	Out, 1877 ...	.....	.....	.....
Pacific Ocean ..	Apr. 18	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 650 whale.
North Pacific ..	Mar. 3	Oct. 23, 1876	.....	700	.....	Sailed again November 29.

660 REPORT OF COMMISSIONER OF FISH AND FISHERIES.

J.—Recorded summary of importation of oil and bone, and total value computed for each year, commencing January 1, 1804, and ending December 31, 1876, with gross valuation for the whole period.

NOTE.—From 1804 to 1817 it would appear by the table of exports that much oil and bone was imported which is not credited to any port. Assuming the exportation of whale-oil for that period at one-third of the importation, and the exportation of bone at two-thirds of the importation, it is necessary to add to the former 9,296,834 gallons, and to the latter 206,551 pounds.

Year.	Gallons sperm-oil.	Average price per gallon.	Gallons whale-oil.	Average price per gallon.	Pounds whalebone.	Average price per pound.	Total value.
1804	297,045	\$1 40*	221,057	\$0 50*	46,690	\$0 08*	\$330,126 70
1805	412,492	98*	612,895	50*	13,131	10*	703,752 82
1806	378,788	80	741,951	50	86,544	07*	680,103 42
1807	356,548	1 00	934,259	50	72,784	07*	822,771 88
1808	362,471	80	567,095	44	49,970	07*	543,016 50
1809	443,709	60	587,684	44	17,092	08*	525,164 82
1810	572,271	75	585,869	40	41,437	08*	666,665 81
1811	844,200	1 25	304,825	40	42,200	09*	1,190,494 96
1812	430,692	1 00	191,079	50	8,266	10*	529,120 00
1813	111,289	1 25*	80,860	50	9,901	10*	180,167 85
1814	108,486	1 25*	2,573	1 40			140,167 80
1815	46,510	1 00	4,347	83			71,522 01
1816	227,707	1 12½	294,525	65	796	12*	452,700 08
1817	1,022,475	72	581,837	60*	19,444	12*	1,091,576 88
1818	586,698	90	606,013	50	65,446	10*	838,570 30
1819	671,674	83	1,204,308	35	63,543	10*	987,381 32
1820	1,083,302	93½	1,409,846	35*	78,879	10*	1,523,571 37
1821	1,357,618	67½	1,213,506	33*	62,693	12*	1,384,396 29
1822	1,351,350	65	1,619,951	32	50,799	12*	1,402,857 70
1823	2,938,351	43	1,697,440	32*	103,404	13*	1,830,114 25
1824	3,091,064	45½	1,833,237	30*	133,472	13*	1,973,756 58
1825	1,924,303	70½	1,666,413	32*	152,534	15*	1,912,765 27
1826	199,800	75	1,108,233	30*	79,368	16*	1,035,018 78
1827	2,958,480	72½	1,119,037	30*	106,255	18*	2,499,735 00
1828	2,475,176	62½	1,591,790	26	137,323	25	1,995,181 15
1829	2,350,152	61½	2,236,502	26	563,654	25	2,172,947 50
1830	3,482,042	65½	2,831,315	39	514,991	20	3,487,949 56
1831	3,036,738	71	3,609,774	30	279,279	17	4,139,790 61
1832	2,299,563	85	5,703,894	23½	442,881	13	3,352,618 17
1833	3,289,765	85	5,153,148	26	266,432	13	4,170,754 89
1834	3,891,573	72½	4,144,833	27½	343,394	21	4,033,317 55
1835	5,181,529	84	3,950,289	39	965,192	21	6,092,787 35
1836	4,900,021	89	4,301,892	44	1,022,773	25	5,822,044 42
1837	5,39,138	82½	6,389,995	35	1,753,104	20	6,283,657 90
1838	4,076,100	86	7,204,365	32	2,200,000	20	6,250,842 80
1839	4,408,866	1 05	7,040,975	36	2,000,000	18	7,594,060 30
1840	4,928,017	1 00	6,408,391	30	2,000,000	19	7,230,534 30
1841	4,956,304	94	6,459,516	32	2,000,000	20	7,125,970 88
1842	3,256,155	73	4,876,232	34	1,500,000	23	4,379,812 03
1843	5,260,027	63	6,511,900	34	2,127,270	36	6,283,680 21
1844	4,229,711	90½	8,254,481	36 7-12	2,532,445	40	7,875,970 38
1845	4,967,550	88	11,593,463	33	3,195,054	34	9,283,611 75
1846	3,155,461	87½	6,589,737	33½	3,252,939	34	6,203,115 43
1847	3,803,719	1 00½	9,864,225	36	3,741,680	31	8,419,288 49
1848	3,401,274	1 00	8,840,683	33	2,003,000	25	6,819,442 78
1849	3,179,736	1 06½	7,827,498	39 11-12	2,281,100	21½	7,069,953 74
1850	2,926,098	1 20 7-10	6,319,152	49 1-10	2,889,200	32 2-5	7,564,124 72
1851	3,137,116	1 27½	10,347,214	45 5-16	3,916,500	34½	10,031,744 65
1852	2,484,468	1 20½	2,652,647	68½	1,250,900	50 5-6	5,565,409 89
1853	3,246,925	1 24½	8,193,591	58 1-6	5,652,360	34½	10,766,521 29
1854	2,315,924	1 48½	10,074,266	59½	3,445,200	39 1-5	10,202,594 20
1855	2,228,443	1 77 2-10	5,796,472	71 3-10	2,707,500	45½	9,413,143 93
1856	2,549,642	1 62	6,233,535	79½	2,592,700	58	9,529,846 36
1857	2,410,860	1 28½	7,274,641	73½	2,038,850	96½	10,491,548 90
1858	2,581,142	1 21	5,740,025	54	1,571,200	92½	7,672,227 31
1859	2,879,352	1 36½	5,997,946	48½	1,923,850	88	8,525,108 91
1860	2,306,024	1 41½	4,410,158	49½	1,317,650	80 1-5	6,590,135 12
1861	2,171,358	1 31½	4,212,065	44½	1,038,450	66	5,415,090 59
1862	1,752,692	1 42½	3,165,057	59½	763,500	88	5,051,781 64
1863	2,049,222	1 61	1,983,681	95½	488,750	1 53	5,938,507 17
1864	2,027,718	1 89½	2,283,685	1 28	790,450	1 20½	8,113,922 07
1865	1,047,123	2 25½	2,401,497	1 45	619,350	1 71½	6,906,650 51
1866	1,154,885	2 55	2,340,513	1 21	990,375	1 37	7,037,691 23
1867	1,368,139	2 27	2,812,603	73½	1,001,397	1 17½	6,356,772 51
1868	1,485,981	1 92	2,065,013	82	900,850	1 02½	5,470,157 43
1869	1,509,984	1 81½	2,677,846	1 01½	603,603	1 22	6,202,244 22
1870	1,738,265	1 36½	2,289,767	67½	708,365	85	4,229,126 02

* Assumed value.

J.—Recorded summary of importation of oil and bone, &c.—Concluded.

Year.	Gallons sperm-oil.	Average price per gallon.	Gallons whale-oil.	Average price per gallon.	Pounds whalebone.	Average price per pound.	Total value.
1871..	1,308,321	1 31	2,367,888	64	600,655	77	3,691,469 18
1872..	1,423,832	1 45½	973,684	65½	193,793	1 2½	2,654,783 00
1873..	1,324,669	1 47½	1,960,441	62½	206,396	1 06½	2,962,106 96
1874..	1,014,395	1 59	1,190,133	60½	345,560	1 10	2,713,034 51
1875..	1,342,435	1 60½	1,069,711	65½	372,303	1 20 3-5	2,314,800 24
1876..	1,254,047	1 40½	1,039,815	56	150,638	1 96	2,639,463 31
.....	(†)	.....	9,220,834	59	206,517	9	5,462,419 59
Total	161,452,702	.....	266,996,217	.....	75,268,361	.....	331,947,480 51

† Deficit, as per note at head of table.

NOTE.—Scammon estimates that sperm whales will average 25 and right whales 60 barrels of oil, and of the former 10 and of the latter 20 per cent. of those killed are lost. Upon that basis the above amounts of oil would represent the slaughter of 225,521 sperm, and 193,522 right whales.

K.—*Synopsis of importation, by ports, from 1804 to 1877.*

NOTE.—These returns, up to 1838, excepting in the cases of Nantucket, Sag Harbor, and New London, are made up mainly from the newspaper reports of the voyages, an occasional estimate being made when there was no report of oil.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.
1804.								
Hudson, N. Y.	1	1	2		<i>Bbls.</i> 1,400	<i>Lbs.</i>		
Nantucket, Mass.	13	7	20	7,385	6,718	46,680		
New Bedford, Mass.	13	10	23	2,035	14,600			
Sag Harbor, N. Y.	3		3		3,300			
Total	30	18	48	9,420	7,018	46,680		
1805.								
Hudson, N. Y.								
Nantucket, Mass.	2		2	2,500				
New Bedford, Mass.	9	2	11	7,493	4,507	13,131		
Sag Harbor, N. Y.	11	5	16	3,100	11,300			
Total	24	7	31	13,093	19,457	13,131		
1806.								
Nantucket, Mass.	24		24	10,785	15,954	86,544		
New Bedford, Mass.	1		1	1,206				
New London, Conn.	1		1		800			
Sag Harbor, N. Y.	5		5	40	6,900			
Total	31		31	12,031	23,554	86,544		
1807.								
Nantucket, Mass.								
New Bedford, Mass.	5	1	6	11,249	13,959	72,784		
New London, Conn.	3		3		6,700			
Sag Harbor, N. Y.	6		6	70	1,600			
Total	14	1	15	11,319	20,659	72,784		
1808.								
Greenwich, R. I.	1		1		1,009			
Nantucket, Mass.	15	9	24	7,307	10,553	46,970		
New Bedford, Mass.	5	3	8	3,600	3,400			
New London, Conn.	3		3		1,500			
Sag Harbor, N. Y.	2		2		1,900			
Total	26	12	38	11,507	28,062	46,970		

1899.										
Greenwich, R. I.	1				1					
Nantucket, Mass.	11	4			15	9,336	1,900			
New Bedford, Mass.	3	4			7	4,750	7,236			
New London, Conn.	3				3		2,000			
Sag Harbor, N. Y.	4				4		2,500			
Total	22	8			30	14,086	18,636			17,099
1810.										
Greenwich, R. I.	1				1		1,200			
Nantucket, Mass.	17				17	7,947	7,939			41,437
New Bedford, Mass.	13				13	10,980	4,500			
Sag Harbor, N. Y.	6				6		4,970			
Total	37				37	18,167	18,599			41,437
1811.										
Greenwich, R. I.							1,000			
Nantucket, Mass.	19	1			19	22,100	6,377			43,900
New Bedford, Mass.	4				4	4,700	1,500			
Sag Harbor, N. Y.	1				1		1,800			
Total	23	1			24	26,800	9,677			43,900
1812.										
Nantucket, Mass.	12				12	7,591	2,230			4,266
New Bedford, Mass.	6				6	6,040	1,000			
Sag Harbor, N. Y.	2				2	50	2,836			
Total	20				20	13,641	6,066			6,266
1813.										
Nantucket, Mass.	2				2	1,133	2,567			9,901
New Bedford, Mass.	2				2	2,400				
Total	4				4	3,533	2,567			9,901
1814.										
Nantucket, Mass.	1				1	1,644	83			
New Bedford, Mass.	1				1	1,800				
Total	2				2	3,444	83			
1815.										
Nantucket, Mass.					15	920	138			
New Bedford, Mass.					2	630				
Total					17	1,540	138			

* Up to 1815 New Bedford includes Fairhaven, Westport, and Dartmouth.

† Unknown.

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	SpERM-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.
1816.								
Fairhaven, Mass.	1	5	6	635	1,400	.....	.....	.....
Holmes' Hole, Mass.	.....	1	1	950	.....	.....	.....	.....
Mattapoisett, Mass.	.....	1	1	100	.....	.....	.....	.....
Nantucket, Mass.	10	8	18	9,923	2,700	796	.....	.....
New Bedford, Mass.	.....	6	.....	1,350	1,500	.....	.....	.....
Sag Harbor, N. Y.	3	.....	3	80	3,250	.....	.....	.....
Wareham, Mass.	.....	1	1	100	.....	.....	.....	.....
Westport, Mass.	.....	1	1	.....	500	.....	.....	.....
Other ports.	.....	.....	.....	2,792	.....	.....	.....	.....
Total.	15	23	38	7,539	9,350	796	.....	.....
1817.								
Boston, Mass.	.....	.....	.....	.....	.....	.....	.....	.....
Hudson, N. Y.	1	1	2	.....	2,000	.....	.....	.....
Nantucket, Mass.	25	13	38	2,000	.....	.....	.....	.....
New Bedford, Mass.	8	5	13	25,214	5,771	19,444	.....	.....
Sag Harbor, N. Y.	2	.....	2	7,490	7,800	.....	.....	.....
Other ports.	.....	.....	.....	946	.....	.....	.....	.....
Total.	38	19	57	32,650	18,471	19,444	.....	.....
1818.								
Edgartown, Mass.	.....	.....	.....	.....	.....	.....	.....	.....
Nantucket, Mass.	1	.....	1	1,500	.....	.....	.....	.....
New Bedford, Mass.	17	9	26	14,874	13,426	65,446	.....	.....
Sag Harbor, N. Y.	1	2	3	2,250	1,700	.....	.....	.....
Other ports.	4	.....	4	.....	4,576	.....	.....	.....
Total.	23	11	34	18,025	19,393	65,446	.....	.....
1819.								
Boston, Mass.	.....	.....	.....	.....	.....	.....	.....	.....
Fair Haven, Mass.	1	1	2	.....	1,150	.....	.....	.....
Nantucket, Mass.	.....	.....	.....	.....	11,511	62,403	.....	.....
New Bedford, Mass.	10	4	14	18,593	17,880	.....	.....	.....
Sag Harbor, N. Y.	9	4	13	.....	6,101	31,440	.....	.....
Westport, Mass.	5	1	6	450	.....	.....	.....	.....
Other ports.	.....	.....	.....	300	.....	.....	.....	.....
Total.	31	10	41	21,393	36,932	83,843	.....	.....

1890.

Edgartown, Mass.....	1	1	3	1	1,250	1,500	50,794	1,500	.....
Hudson, N. Y.....	1	1	3	1	100	.....	.....	.....	.....
Matapoisett, Mass.....	1	1	1	1	250	.....	.....	.....	.....
Nantucket, Mass.....	17	13	13	29	16,911	11,736	.....	.....	.....
New Bedford, Mass.....	19	9	9	28	8,680	21,580	17,045	.....	.....
New London, Conn.....	3	3	3	3	78	1,731	2,040	.....	.....
Philadelphia, Pa.....	1	1	1	1	.....	.....	.....	.....	.....
Sag Harbor, N. Y.....	6	1	1	6	547	7,800	.....	.....	.....
Westport, Mass.....	1	5	5	5	580	.....	.....	.....	.....
Other ports.....	.....	.....	.....	.....	6,313	.....	.....	.....	.....
Total.....	48	29	29	77	34,708	44,757	78,879	.....	.....

1891.

Boston, Mass.....	1	1	3	1	1,800	1,400	.....	.....	.....
Edgartown, Mass.....	1	1	3	4	1,800	.....	.....	.....	.....
Fair Haven, Mass.....	3	3	3	3	2,200	800	.....	.....	.....
Falmouth, Mass.....	.....	.....	1	1	300	.....	.....	.....	.....
Hudson, N. Y.....	1	1	1	1	1,050	.....	.....	.....	.....
Nantucket, Mass.....	19	14	14	33	52,915	38,083	.....	.....	.....
New Bedford, Mass.....	16	13	13	46	12,680	15,070	.....	.....	.....
New London, Conn.....	3	3	3	3	105	2,323	2,375	.....	.....
Provincetown, Mass.....	.....	11	11	11	2,380	.....	.....	.....	.....
Sag Harbor, N. Y.....	6	1	1	6	389	8,649	32,486	.....	.....
Salem, Mass.....	1	1	1	9	150	.....	.....	.....	.....
Westport, Mass.....	.....	11	11	11	270	.....	.....	.....	.....
Total.....	51	54	54	105	43,092	38,524	62,863	.....	.....

1892.

Boston, Mass.....	.....	4	4	4	480	220	.....	.....	.....
Dorchester, Mass.....	.....	1	1	1	.....	500	.....	.....	.....
Fair Haven, Mass.....	4	4	4	4	.....	4,700	.....	.....	.....
Falmouth, Mass.....	.....	1	1	1	150	.....	.....	.....	.....
Hudson, N. Y.....	2	1	1	2	.....	2,800	.....	.....	.....
Marblehead, Mass.....	.....	1	1	1	100	.....	.....	.....	.....
Nantucket, Mass.....	19	10	10	29	27,401	5,407	3,197	.....	.....
New Bedford, Mass.....	19	0	0	25	12,305	20,705	13,174	.....	.....
New Haven, Conn.....	1	1	1	1	.....	.....	.....	.....	.....
New London, Conn.....	1	4	4	5	184	4,528	2,800	.....	.....
Newport, R. I.....	1	1	1	2	.....	1,200	.....	.....	.....
Provincetown, Mass.....	.....	8	8	8	890	.....	.....	.....	.....
Sag Harbor, N. Y.....	9	.....	.....	9	630	10,377	32,108	.....	.....
Salem, Mass.....	.....	1	1	1	100	.....	.....	.....	.....
Stonington, Conn.....	.....	1	1	1	300	.....	.....	.....	.....
Westport, Mass.....	.....	6	6	6	750	.....	.....	.....	.....
Total.....	56	45	45	101	43,900	51,427	50,799	.....	.....

* Probably nearly, if not quite, all the sperm-oil credited to "other ports" belongs to New Bedford, Mass.

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.
1823.								
Boston, Mass.	2	4	6	<i>Ebl.</i> 1,390	<i>Ebl.</i> 2,900	<i>Lbs.</i>		
Edgartown, Mass.	3	3	3	4,750				
Fairhaven, Mass.	5	5	5	3,800	4,750			
Hudson, N. Y.	5	5	5	5,870				
Matapoisett, Mass.	1	1	1	100				
Nantucket, Mass.	25	4	29	35,063	3,508	20,943		
New Bedford, Mass.	28	13	39	29,843	23,738	14,068		
New Haven, Conn.	1	1	1	1,810	800			
New London, Conn.	4	2	6	3,318	6,712	23,293		
Newport, R. I.	3	2	5	4,000	1,300			
Providence, R. I.	2	2	4	300				
Provincetown, Mass.	8	2	10	1,943	9,731	45,800		
Sag Harbor, N. Y.	1	1	2	75				
Tiverton, R. I.	1	3	4	1,000				
Westport, Mass.	39	3	42					
Total	68	39	114	93,281	53,887	103,404		
1824.								
Boston, Mass.	2	1	3	4,580				
Edgartown, Mass.	1	1	2	2,300				
Fairhaven, Mass.	4	1	5	1,850				
Falmouth, Mass.	1	1	2	800	5,300			
Hudson, N. Y.	3	2	5	2,400				
Nantucket, Mass.	25	4	29	41,200	4,328	22,082		
New Bedford, Mass.	33	3	36	23,800	28,809	9,314		
New London, Conn.	3	2	5	1,884	4,996	32,535		
Newport, R. I.	3	1	4	4,200				
Plymouth, Mass.	1	1	2	2,000	1,420			
Sag Harbor, N. Y.	7	1	8	335	9,161	69,561		
Warren, R. I.	1	1	2	1,800				
Westport, Mass.	18	2	20	450				
Total	86	19	98	96,139	66,198	133,472		
1825.								
Boston, Mass.	1	1	2	1,500				
Edgartown, Mass.	3	3	6	3,150				
Fairhaven, Mass.	3	3	6	1,900	3,400			
Nantucket, Mass.	24	1	25	31,780	7,194	39,696		
New Bedford, Mass.	14	5	19	13,650	23,178	34,365		

New Haven, Conn.	1	1	1,800	293	No record			
New London, Conn.	4	4	5,476	5,483				
Newport, R. I.	1	1	1,900	1,900				
Plymouth, Mass.	1	1	8,000	1,500				
Perth Amboy, N. J.	1	1						
Sag Harbor, N. Y.	7	7	1,734	9,937	73,173			
Stonington, Conn.	1	1	1,800	900				
Westport, Mass.	1	1	1,900					
Total	62	7	61,089	52,903	159,534			
1896.								
Boston, Mass.	1							
Dartmouth, Mass.	1	1	350	1,000				
Edgartown, Mass.	1	1	9,700					
Fairhaven, Mass.	1	2	450	4,500				
Nantucket, Mass.	13	4	16,334	2,003	16,003			
New Bedford, Mass.	13	13	5,793	15,330	11,399			
New London, Conn.	2	4	88	8,904				
Newport, R. I.	1	1	2,000					
Sag Harbor, N. Y.	6	6	625	6,456	51,977			
Westport, Mass.	1	2	930					
Total	39	8	29,300	35,182	79,368			
1897.								
Dartmouth, Mass.								
Edgartown, Mass.	1	1	450					
Fairhaven, Mass.	1	1	8,900					
Falmouth, Mass.	3	4	9,270	5,150				
Hudson, N. Y.	1	1	8,100					
Matapoisett, Mass.	1	1	2,300					
Nantucket, Mass.	14	1	150	15				
New Bedford, Mass.	39	17	27,970	583	5,153			
New London, Conn.	5	36	47,127	13,186	47,785			
Newport, R. I.	6	6	6,168	3,372				
New York, N. Y.	1	1	2,068	6,716	53,318			
Plymouth, Mass.	1	1		1,500				
Westport, Mass.	1	4	2,300					
Total	65	14	93,990	35,525	104,935			
1898.								
Boston, Mass.								
Dartmouth, Mass.	1	1		700				
Edgartown, Mass.	2	1	160					
Fairhaven, Mass.	4	2	3,900					
Matapoisett, Mass.		8	2,830	3,650				
Nantucket, Mass.	21	4	710					
New Bedford, Mass.	39	24	43,174	1,033	8,663			
New London, Conn.	3	38	23,208	24,038	32,191			
Newport, R. I.	1	9	168	5,435				
Total	65	14	93,990	35,525	104,935			
1898.								
Boston, Mass.								
Dartmouth, Mass.	1	1						
Edgartown, Mass.	2	1	160					
Fairhaven, Mass.	4	2	3,900					
Matapoisett, Mass.		8	2,830	3,650				
Nantucket, Mass.	21	4	710					
New Bedford, Mass.	39	24	43,174	1,033	8,663			
New London, Conn.	3	38	23,208	24,038	32,191			
Newport, R. I.	1	9	168	5,435				
Total	65	14	93,990	35,525	104,935			

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-ull.	Whale-ull.	Bone.	Ships and barks.	Brigs and schooners.
1828—Continued.								
New York, N. Y.		2	2	<i>Ems.</i>	<i>Bone.</i>	<i>Lbs.</i>		
Sag Harbor, N. Y.	8		8	346	2,000			
Warren, R. I.	1		1	2,811	10,877	94,470		
Westport, Mass.		2	2	420				
Total	70	96	96	78,577	50,533	137,383		
1829.								
Bristol, R. I.	2		2		2,100	700		
Dartmouth, Mass.		1	1	340				
Edgartown, Mass.	1	2	3	463				
Fairhaven, Mass.	5	3	8	3,700	4,950	25,000		
Martha's Vineyard, Mass.		3	3	970	40			
Nantucket, Mass.	95		95	33,493	8,578	78,969		
New Bedford, Mass.	30	5	35	30,877	98,130	811,631		
New London, Conn.	9		9	2,305	11,325	168,592		
New York, N. Y.	2		2		2,000			
Plymouth, Mass.	1		1	208	15,829	140,923		
Sag Harbor, N. Y.	9		9		1,300			
Stonington, Conn.	1		1		75			
Westport, Mass.		4	4	1,130				
Total	85	18	103	74,606	71,635	563,654		
1830.								
Bristol, R. I.	4		4	2,292	3,300			
Dartmouth, Mass.		1	1	250				
Edgartown, Mass.	2		2	3,980				
Fairhaven, Mass.	9	2	11	3,093	11,093	57,300		
Falmouth, Mass.	1		1	1,700				
Martha's Vineyard, Mass.		1	1					
Nantucket, Mass.	20		20	38,013	7,758	67,508		
New Bedford, Mass.	40	6	46	40,513	35,371	880,438		
New London, Conn.	14		14	9,798	15,948			
Newport, R. I.	1		1	2,800				
New York, N. Y.	3		3	2,000	1,500			
Plymouth, Mass.	1		1	2,350				
Sag Harbor, N. Y.	10		10	3,464	13,189	109,745		
Stonington, Conn.	1		1		1,000			
Warren, R. I.	1		1		1,000			

1831.						
Westport, Mass.	1	5	6	2, 255	94	514, 991
Total	107	15	129	110, 541	59, 883	
Bristol, R. I.	4		4	5, 300	3, 400	
Edenton, N. C.		1	1	50		
Fairhaven, Mass.	1	1	2	3, 035		
Falmouth, Mass.	4		4	2, 370	6, 430	
Falmouth, Mass.	1		1	3, 468		
Hudson, N. Y.	1		1	183	2, 200	1, 000
Lynn, Mass.	1				1, 500	
Matapoisett, Mass.	1	2	3	110	1, 780	
Nantucket, Mass.	21		21	41, 289	8, 568	83, 306
New Bedford, Mass.	45	2	47	45, 553	49, 156	91, 300
New London, Conn.	14		14	5, 497	19, 403	
Provincetown, Mass.		2	2	270		
Sag Harbor, N. Y.	13		13	1, 577	20, 733	172, 073
Stonington, Conn.	1		1	30	185	1, 900
Warren, R. I.	4		4	5, 900	1, 900	
Westport, Mass.		4		630		
Total	111	12	133	115, 452	114, 596	279, 279
1832.						
Boston, Mass.	1		1		1, 500	
Bristol, R. I.	3		3		4, 153	15, 800
Fairhaven, Mass.	11		11	5, 550	18, 650	1, 300
Hudson, N. Y.	2		2		3, 500	
Lynn, Mass.	2		2		2, 400	
Matapoisett, Mass.	2	2	4	430	2, 950	
Nantucket, Mass.	24	1	25	30, 888	16, 364	155, 379
New Bedford, Mass.	48	2	50	53, 705	72, 735	94, 200
New London, Conn.	12		12	703	21, 375	90, 000
Newport, R. I.	2		2	4, 900		
Plymouth, Mass.	1		1	2, 500		
Sag Harbor, N. Y.	14		14	948	25, 631	217, 602
Salem, Mass.	1		1	100	1, 500	
Stonington, Conn.	1		1	148	1, 721	8, 600
Truro, Mass.	2	1	3		3, 500	
Warren, R. I.	3		3	1, 650	3, 700	
Westport, Mass.	2	2	4	1, 590	1, 200	
Total	131	8	139	73, 002	181, 076	443, 891
1833.						
Boston, Mass.						
Bristol, R. I.	1	1	2	330	4, 500	10, 000
Edgartown, Mass.	3		3			
Fairhaven, Mass.	1		1	1, 600		
Falmouth, Mass.	12		12	3, 133	18, 410	30, 000
Falmouth, Mass.	1		1	2, 000		
Fall River, Mass.	1		1		1, 000	

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.
1833—Continued.								
Greenport, N. Y.	1	.....	1	<i>Ebls.</i>	<i>Ebls.</i>	<i>Lbs.</i>	.....	.....
Hudson, N. Y.	5	.....	5	4,880	1,400	18,900	.....	.....
Lynn, Mass.	3	.....	3	.....	5,180	5,000	.....	.....
Mattapoisett, Mass.	3	1	3	.....	2,275	.....	.....	.....
Mystic, Conn.	1	.....	1	.....	550	49,489	.....	.....
Nantucket, Mass.	21	5	26	92,511	5,422	.....	.....	.....
New Bedford, Mass.	53	4	56	43,775	62,750	.....	.....	.....
Newburgh, N. Y.	1	.....	1	140	1,066	.....	.....	.....
New London, Conn.	17	.....	17	8,503	22,365	.....	.....	.....
Newport, R. I.	2	.....	2	3,400	.....	.....	.....	.....
New York, N. Y.	1	.....	1	1,700	.....	.....	.....	.....
Sag Harbor, N. Y.	14	.....	14	4,145	21,578	163,103	.....	.....
Salem, Mass.	1	.....	1	.....	1,900	.....	.....	.....
Stonington, Conn.	3	1	4	400	7,000	.....	.....	.....
Warren, R. I.	4	.....	4	400	5,870	.....	.....	.....
Westport, Mass.	3	3	3	590	.....	.....	.....	.....
Total.....	147	15	163	104,437	163,593	264,433	.....	.....
1834.								
Bridgeport, Conn.	1	.....	1	.....	1,500	.....	.....	.....
Bristol, R. I.	1	.....	1	.....	.....	.....	.....	.....
Edgartown, Mass.	3	.....	3	5,800	.....	.....	.....	.....
Falmouth, Mass.	16	.....	16	12,953	12,601	51,500	.....	.....
Falmouth, Mass.	2	.....	2	660	.....	.....	.....	.....
Fall River, Mass.	1	.....	1	.....	1,900	.....	.....	.....
Gloucester, Mass.	3	.....	3	400	.....	.....	.....	.....
Greenport, N. Y.	2	.....	2	500	2,900	1,800	.....	.....
Hudson, N. Y.	2	.....	2	1,650	.....	.....	.....	.....
Lynn, Mass.	2	.....	2	.....	2,800	.....	.....	.....
Mattapoisett, Mass.	2	.....	2	550	1,500	.....	.....	.....
Nanticoke, Mass.	10	17	27	20,317	4,747	37,137	.....	.....
New Bedford, Mass.	53	3	56	51,868	41,419	16,000	.....	.....
New London, Conn.	9	3	12	4,565	12,930	2,900	.....	.....
New York, N. Y.	5	2	7	2,865	9,950	31,400	.....	.....
Plymouth, Mass.	3	.....	3	2,900	.....	.....	.....	.....
Portsmouth, N. H.	1	.....	1	450	1,550	.....	.....	.....
Provincetown, Mass.	1	1	2	400	.....	.....	.....	.....
Sag Harbor, N. Y.	17	.....	17	6,857	24,986	168,367	.....	.....
Salem, Mass.	1	.....	1	.....	1,800	.....	.....	.....
Stonington, Conn.	1	.....	1	67	2,447	11,900	.....	.....

Warren, R. I.	6	2	6	4,920	4,550				
Westport, Mass.			175	131,548	131,568	943,394			
Total	145	30							
1835.									
Bridgeport, Conn.	1		1		800				
Bristol, R. I.	4	2	6	8,600					
Dartmouth, Mass.	1		1	40	1,400				
Edgartown, Mass.	1		1	3,100					
Fairhaven, Mass.	10		10	4,597	13,500	22,000			
Falmouth, Mass.	2		2	4,600					
Fall River, Mass.	2		2	2,000					
Greenport, N. Y.	2		2		1,850				
Hudson, N. Y.	2		2	1,700	3,700				
Lynn, Mass.	2		2	3,100	1,800				
Mattapoisett, Mass.	4		4	3,500	3,500				
Mystic, Conn.	1		1	3,815	3,815	6,000			
Nantucket, Mass.	28		28	28,834	4,497				
New Bedford, Mass.	53	4	53	64,728	30,488	90,000			
Newburyport, Mass.	1		1		2,100				
Norwich, Conn.	1		1	270	700				
Rew London, Conn.	13	1	14	11,866	14,041	65,000			
Rewport, R. I.	3		3	1,925	2,900	9,000			
Rew York, N. Y.	2		2	57	2,423				
Rewburgh, N. Y.	3		3	30	3,500	11,000			
Toughkeopse, N. Y.	1		1	500					
Fortsmouth, N. H.	2		2	250	2,100	7,000			
Plymouth, Mass.	1		1	1,000					
Provincetown, Mass.		1	1	470					
Sag Harbor, N. Y.	17		17	2,367	25,492	211,888			
Salem, Mass.	4	1	5	2,700	2,300				
Stonington, Conn.	1		2	100	1,800				
Wareham, Mass.	1		1	2,950					
Warren, R. I.	4		4	3,250	2,650				
Westport, Mass.	1	2	3	1,570		535,310			
Not recorded									
Total	168	14	162	164,493	125,406	961,192			
1836.									
Bridgeport, Conn.	1		1		1,800				
Bristol, R. I.	6		6	4,620	2,800				
Dorchester, Mass.	1		1	1,800	1,450				
Dartmouth, Mass.	2		2	450					
Edgartown, Mass.	1		1	2,530	2,100				
Fairhaven, Mass.	12	1	13	6,713	14,314				
Falmouth, Mass.	5		5	3,720					
Gloucester, Mass.	1		1	550	1,600				

* There is no record of the imports of bone except for the ports of Nantucket and Sag Harbor, up to 1835, except an occasional report; up to that time the footing is what was actually reported.

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.
1836—Continued.								
Greenport, N. Y.	1		1	<i>Bbls.</i> 150	<i>Bbls.</i> 1,630			
Hudson, N. Y.	4		4	5,190	700			
Lynn, Mass.	2		2	430	2,500			
Mattapoisett, Mass.		5	5	1,100	50			
Natick, Conn.	3		3		6,800			
Nantucket, Mass.	17	3	20	35,157	2,188			
New Bedford, Mass.	48	5	53	38,654	35,243	32,000		
New London, Conn.	12	1	13	3,196	15,653			
Newport R. I.	2		2	2,270	1,130	14,000		
New York, N. Y.	1	1	2	1,450	500			
Plymouth, Mass.	1		1	1,300	1,300			
Providence, R. I.	1		1	60	1,440			
Poughkeepsie, N. Y.	1		1	800	2,000			
Provincetown, Mass.		3	3	885				
Portsmouth, N. H.	3		3	4,900				
Sag Harbor, N. Y.	20		20	2,445	25,063	197,960		
Salem, Mass.	4		4	5,700				
Stonington, Conn.	3	1	4	1,500	4,800			
Warren, R. I.	7		7	5,040	4,610			
Westport, Mass.		3	3	960	7			
Not recorded.						784,813		
Total.	159	23	182	123,334	136,568	1,098,773		
1837.								
Bristol, R. I.	4		4	4,833	1,820			
Bridgeport, Conn.	2		2	250	3,800			
Dartmouth, Mass.	3		3	559	3,370			
Dorchester, Mass.	3		3	2,000	1,300			
Edgartown, Mass.		1	1	5,450				
East Haddam, Conn.		1	1	450				
Farmington, Mass.	14		14	14,956	13,563	5,500		
Falmouth, Mass.	2		2	700	400			
Fall River, Mass.	1		1	820	1,240			
Greenport, N. Y.	3		3	100	4,450			
Hudson, N. Y.	3		3	4,693	1,123			
Holmes Hole, Mass.	1		1	190	1,920			
Lynn, Mass.	3		3	470	3,800			
Mattapoisett, Mass.	1		1	258	1,535			
Mastic, Conn.	1	2	3	400	1,300			

KK.—*Synopsis of importation, by ports, from 1804 to 1877—Continued.*

Port of departure.	Nature and number of vessels returning.			Importation.			Ships and barks.	Tonnage.
	Ships and barks.	Brigs and schooners	Total.	Sperm-oil.	Whale-oil.	Bone.		
Hudson, N. Y.								
Jamestown, N. Y.								
Lynn, Mass.								
Natick, Conn.								
New Bedford, Mass.	16	8	18	93,140	7,550			
Newburyport, Mass.	68	7	75	61,695	73,840			
New London, Conn.*								
New Suffolk, N. Y.								
New York, N. Y.	18	4	22	4,500	31,690			
Newport, R. I.	3	1	4	2,506	3,153			
Newark, N. J.								
New York, N. Y.	19		19	6,035	16,430			
Portland, Me.								
Plymouth, Mass.								
Poughkeepsie, N. Y.								
Providence, R. I.								
Portsmouth, N. H.								
Provincetown, Mass.								
Rochester, Mass.		6	6	2,530				
Sag Harbor, N. Y.	90		90	2,773	261,560			
Salon, Mass.	8		8	4,630	6,670			
Stonington, Conn.	4		4	300	9,540			
Wareham, Mass.								
Wiscasset, Me.								
Warren, R. I.	7	1	8	4,080	6,630			
Westport, Mass.	3		3	1,600	4,900			
Other ports.	4	4	4	3,320	7,100			
Total	193	34	227	139,904	522,523	\$2,000,000	490	169,354
1840.								
Bristol, R. I.								
Boston, Mass.	2	2	4	2,035	1,985		5	1
Bridgeport, Conn.	6	4	10	6,430	8,600		2	3
Cold Spring, N. Y.	2		2	590	2,910		2	3
Dartmouth, Mass.								
Dorchester, Mass.								
Farmington, Mass.	3		3	2,340	2,300		2	6
Wareham, Mass.	2		2	3,150	1,300		43	1

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.
1841—Continued.								
Holmes' Hole, Mass.	1		1	500	1,300	Lbs.	3	1
Jamestown, N. Y.	1		1	150	1,530		1	
Lynn, Mass.								
Mattapoisett, Mass.	3	6	9	2,250	70		2	6
Myatie, Conn.	21	3	24	3,000	1,600		5	2
Nantucket, Mass.	48	9	57	39,691	3,598		89	3
New Bedford, Mass.				54,460	48,535		168	11
Newburyport, Mass.	1		1	400	400		1	
New Suffolk, N. Y.	1		1	360	1,300		1	
New London, Conn.	15	3	18	4,115	27,940		23	3
Newport, R. I.	1	2	3	2,297	25		3	2
Newark, N. J.	1		1	40	2,400		1	
New York, N. Y.	1		1		1,000			
Plymouth, Mass.		4	4	500	13		3	3
Poughkeepsie, N. Y.	1		1	500	2,000		6	
Providence, R. I.	3		3	1,670	7,350		3	
Portland, Me.	1		1	300	13,900		1	
Provincetown, Mass.		6	6	1,025	40			3
Portsmouth, N. H.								
Sag Harbor, N. Y.	23	1	23	5,310	43,629		1	
Salem, Mass.	1		1	5,975	1,300		13	
Somerset, Mass.								
Sippican, Mass.								
Stonington, Conn.	3		3	1,500	5,660		4	2
Wareham, Mass.	1		1	900	1,300		1	2
Warren, R. I.	5	3	8	1,430	280		2	3
Wilmington, Del.	4	1	5	2,115	5,300		16	2
Westport, Mass.	3	4	7	2,300	2,300		5	5
Total	171	51	222	137,343	205,064	12,000,000	400	63
1842.								
Beth, Me.								
Bristol, R. I.	1		1	500			1	
Bridgeport, Conn.	2		2	200	3,470		3	
Boston, Mass.	3		3	2,945	2,413		2	3
Rockport, Me.		1	1	110				1
Gold Spring, N. Y.	1		1		1,500		2	
Dartmouth, Mass.	1		1	1,180	800		1	
Duxbury, Mass.								

	2	3	5	9,167	18		6	5
Edgartown, Mass.	14	1	14	14,540	13,100		49	7
Fairhaven, Mass.	1	1	1	300			1	1
Falmouth, Mass.							1	1
Freetown, Mass.	9	1	3	2,350	1,100		5	3
Fall River, Mass.	1		1	550	600		4	1
Greenport, N. Y.							2	2
Hudson, N. Y.	1		1	600	2,900		2	1
Holmes Hole, Mass.							2	1
Jamesport, N. Y.	3	5	8	3,070	250		3	5
Lynn, Mass.	14	2	16	775	5,926		8	1
Matapoisett, Mass.	50	4	63	27,654	1,519		98	2
Myrtle, Conn.				70,900	51,112		204	7
Nantucket, Mass.							2	1
New Bedford, Mass.							43	5
Newburyport, Mass.							1	1
Newark, N. J.	15	6	21	4,013	27,799		6	3
New London, Conn.	9	2	4	3,960	850		9	2
New Suffolk, N. Y.	3	3	3	1,730	6,550		2	2
Newport, R. I.							4	3
New York, N. Y.	1	4	1	406	98		3	1
Poughkeepsie, N. Y.				470	1,800		1	6
Plymouth, Mass.	1	7	8	1,570	60		2	14
Plymouth, N. H.							1	1
Providence, R. I.	11	6	11	2,120	21,320		49	2
Provincetown, Mass.	6	1	6	7,450	120		13	1
Sag Harbor, N. Y.				350			1	1
Salem, Mass.	3	1	2	340	50		5	3
Somerset, Mass.	1	1	4	850	6,800		13	1
Stapleton, Mass.	2	3	4	1,240	2,800		3	4
Stoughton, Conn.	2	2	4	1,900	958		90	2
Wareham, Mass.	6	3	9	2,680	60		3	5
Warren, R. I.				5,121	2,819		10	
Wilmington, Del.								
Westport, Mass.								
On freight at different ports								
Total	150	49	208	103,370	154,601	11,500,000	592	77
								152,518
1843.								
Bath, Me.	1		1	300	2,100	21,000	3	913
Bridgeport, Conn.	1		1	300	170	1,700	3	551
Boston, Mass.	2	6	8	4,984			6	2,116
Bristol, R. I.	2	1	3	690			4	1,436
Cald Spring, N. Y.	2		2	150	3,950	38,500	4	387
Dartmouth, Mass.							1	206
Duxbury, Mass.	3	1	4	6,460	110	1,100	7	2,935
Edgartown, Mass.	14	1	14	14,157	11,707	117,070	45	14,350
Fairhaven, Mass.								

* Including Slipiton. † Assumed, at an average of 10 pounds to the barrel of oil. ‡ Including Lynn. § Generally included with Greenport or Sag Harbor.
 ¶ Including all the North River ports. ** This amount of bone is predicated on an average of 10 pounds of bone to the barrel of oil.

Dartmouth, Mass.	1	3	1	300	1,300	7,000	397
Dorchester, Mass.	3	1	1	340	4,700	40,000	906
Edgartown, Mass.	11	1	4	9,667	12,176	131,000	3,191
Fair Haven, Mass.	1	1	1	2,300	2,300	2,300	14,170
Falmouth, Mass.	1	1	1	150	850	8,500	1,570
Fall River, Mass.	3	3	3	103	4,000	30,500	1,988
Greenport, N. Y.	1	1	1	400	2,400	24,000	2,892
Hudson, N. Y.	1	1	1	100	1,400	11,000	1,137
Holmes, Hole, Mass.	1	1	1	3,092	4,544	21,000	583
Lynn, Mass.	4	3	7	415	7,485	65,520	1,634
Marblehead, Mass.	4	4	4	31,590	4,461	39,000	3,594
Maytuc, Conn.	19	9	21	54,509	102,992	978,593	26,524
Nantucket, Mass.	76	1	1	200	2,750	23,000	76,784
New Bedford, Mass.	1	1	1	650	1,950	19,000	414
Newburyport, Mass.	1	1	1	2,306	39,816	298,400	94,011
Newark, N. J.	1	5	23	3,880	1,125	11,000	3,157
New London, Conn.	18	3	5	1,193	850	39,643	3,401
Newport, R. I.	3	1	9	3,050	7,000	71,000	3,948
New Rochelle, N. Y.	1	1	1	310	35	35	999
New York, N. Y.	1	3	4	3,351	658	13,000	778
Portsmouth, N. H.	4	16	17	2,010	31,500	273,400	8,523
Providence, R. I.	1	1	1	2,300	350	350	21,849
Plymouth, Mass.	1	1	1	600	14,840	103,800	1,368
Provincetown, Mass.	1	1	1	845	2,442	4	787
Poughkeepsie, N. Y.	1	3	3	9,442	4,670	28,000	7,985
Sag Harbor, N. Y.	14	2	4	1,970	4,670	28,000	1,366
Salem, Mass.	9	1	9	1,700	2,500	43,000	6,068
Somerset, Mass.	1	1	1	2,674	818	6,900	3,328
Stippican, Mass.	1	1	1	600	14,840	103,800	9,066
Stonington, Conn.	1	1	1	845	2,442	4	787
Wareham, Mass.	1	3	3	9,442	4,670	28,000	7,985
Warren, R. I.	4	2	4	1,700	2,500	43,000	1,366
Wilmington, Del.	2	1	2	2,674	818	6,900	3,328
Westport, Mass.	6	1	7	2,674	818	6,900	9,066
Total	199	39	238	134,594	293,047	2,523,445	218,535
1845.							
Boston, Mass.	4	7	11	5,993	3,080	487,100	375
Bristol, R. I.	1	1	1	1,000	4,818	87,490	1,743
Cold Spring, N. Y.	1	1	1	900	2,900	14,000	3,315
Dartmouth, Mass.	1	1	1	1,719	1,816	14,000	3,017
Edgartown, Mass.	1	1	1	15,361	16,659	142,100	15,391
Falmouth, Mass.	15	1	15	2,800	140	92,000	1,470
Fall River, Mass.	2	1	2	1,646	3,030	44,000	1,470
Fall River, Mass.	2	2	2	1,572	7,884	62,867	1,902
Greenport, N. Y.	6	3	6	1,572	7,884	62,867	3,265

* Not including schooners Betty, (125 tons) Franklin, (119 tons,) nor sloop Shaw Perkins.

† Not including brig Enterprise, 95 tons, s. aler.

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.
1845—Continued.								
Holmes' Hole, Mass.	1		1	204.	Bld.	Lbr.	3	1
Hudson, N. Y.	1		1	801	2,239	23,300		
Lynn, Mass.	1		1	600	8,009	8,000		
Marblehead, Mass.	1		1	130	1,630	15,000		
Matapoisett, Mass.	1	2	3	531	7,310			5
Mystic, Conn.	4		4	712	7,371	51,400		
Nantucket, Mass.	29	2	31	45,694	6,280	73	18	1
New Bedford, Mass.	66	2	68	52,022	83,734	1,006,007	252	4
New London, Conn.	21		21	1,411	54,576	498,700	69	8
Newport, R. I.	2	2	4				10	2
New York, N. Y.	2	1	3	714	2,550	94,000	1	
New Suffolk, N. Y.	2	1	3					
Providence, R. I.	2		2	104	3,398	6,609	2	
Plymouth, Mass.	2		2	750	3,450	30,000	2	
Provincetown, Mass.	1	2	3	1,390				
Portsmouth, N. H.	1	13	14	2,545	730		3	1
Sag Harbor, N. Y.	1		1	2,000			3	20
Sal'em, Mass.	23		23	2,634	43,784	475,196	63	
Stamford, Mass.	2		2	3,300		6,000	2	
Staple, Mass.	2		2	1,216	540	3,000	2	
Stonington, Conn.	9	1	10	1,941	15,302	115,625	96	2
Wareham, Mass.	1	2	3	1,991	16,800	1,866	4	2
Warren, R. I.	5		5	2,511	7,284	7,300	25	
Wilmington, Del.	1		1	200	250	2,000		
Westport, Mass.	3	4	7	2,760	488		8	3
Total.	215	43	257	157,700	272,809	3,195,054	630	51
1846.								
Bristol, R. I.	2		2	977	3,601	14,000	5	1
Bridgeport, Conn.	1	1	2	130	2,500	7,500	3	
Boston, Mass.	2	4	6	2,573	60	40,600		
Barnstable, Mass.								1
Cold Spring, N. Y.	3		3	366	7,155	36,457	8	
Dartmouth, Mass.								1
Edgartown, Mass.	1		1	731	2,010	19,000	7	
Fairhaven, Mass.	12	1	13	12,040	15,475	101,440	48	2
Falmouth, Mass.								
Fall River, Mass.	2		2	369	4,070	34,266	5	2
Greenwich, N. Y.	2		2	140	3,106	30,574	11	
Greenport, N. Y.	1		1	1,062	1,080	1,400	3	1
Holmes' Hole, Mass.								
Total.	215	43	257	157,700	272,809	3,195,054	630	51
Bristol, R. I.	2		2	977	3,601	14,000	5	1
Bridgeport, Conn.	1	1	2	130	2,500	7,500	3	
Boston, Mass.	2	4	6	2,573	60	40,600		
Barnstable, Mass.								1
Cold Spring, N. Y.	3		3	366	7,155	36,457	8	
Dartmouth, Mass.								1
Edgartown, Mass.	1		1	731	2,010	19,000	7	
Fairhaven, Mass.	12	1	13	12,040	15,475	101,440	48	2
Falmouth, Mass.								
Fall River, Mass.	2		2	369	4,070	34,266	5	2
Greenwich, N. Y.	2		2	140	3,106	30,574	11	
Greenport, N. Y.	1		1	1,062	1,080	1,400	3	1
Holmes' Hole, Mass.								
Total.	215	43	257	157,700	272,809	3,195,054	630	51
Bristol, R. I.	2		2	977	3,601	14,000	5	1
Bridgeport, Conn.	1	1	2	130	2,500	7,500	3	
Boston, Mass.	2	4	6	2,573	60	40,600		
Barnstable, Mass.								1
Cold Spring, N. Y.	3		3	366	7,155	36,457	8	
Dartmouth, Mass.								1
Edgartown, Mass.	1		1	731	2,010	19,000	7	
Fairhaven, Mass.	12	1	13	12,040	15,475	101,440	48	2
Falmouth, Mass.								
Fall River, Mass.	2		2	369	4,070	34,266	5	2
Greenwich, N. Y.	2		2	140	3,106	30,574	11	
Greenport, N. Y.	1		1	1,062	1,080	1,400	3	1
Holmes' Hole, Mass.								
Total.	215	43	257	157,700	272,809	3,195,054	630	51
Bristol, R. I.	2		2	977	3,601	14,000	5	1
Bridgeport, Conn.	1	1	2	130	2,500	7,500	3	
Boston, Mass.	2	4	6	2,573	60	40,600		
Barnstable, Mass.								1
Cold Spring, N. Y.	3		3	366	7,155	36,457	8	
Dartmouth, Mass.								1
Edgartown, Mass.	1		1	731	2,010	19,000	7	
Fairhaven, Mass.	12	1	13	12,040	15,475	101,440	48	2
Falmouth, Mass.								
Fall River, Mass.	2		2	369	4,070	34,266	5	2
Greenwich, N. Y.	2		2	140	3,106	30,574	11	
Greenport, N. Y.	1		1	1,062	1,080	1,400	3	1
Holmes' Hole, Mass.								
Total.	215	43	257	157,700	272,809	3,195,054	630	51
Bristol, R. I.	2		2	977	3,601	14,000	5	1
Bridgeport, Conn.	1	1	2	130	2,500	7,500	3	
Boston, Mass.	2	4	6	2,573	60	40,600		
Barnstable, Mass.								1
Cold Spring, N. Y.	3		3	366	7,155	36,457	8	
Dartmouth, Mass.								1
Edgartown, Mass.	1		1	731	2,010	19,000	7	
Fairhaven, Mass.	12	1	13	12,040	15,475	101,440	48	2
Falmouth, Mass.								
Fall River, Mass.	2		2	369	4,070	34,266	5	2
Greenwich, N. Y.	2		2	140	3,106	30,574	11	
Greenport, N. Y.	1		1	1,062	1,080	1,400	3	1
Holmes' Hole, Mass.								
Total.	215	43	257	157,700	272,809	3,195,054	630	51

Lynn, Mass	4	3	7	1,600	1,517	98
Matapoisett, Mass	9	9	9	73	94,000	987
Mystic, Conn	11	9	13	16,979	4,130	363
Nantucket, Mass	50	3	62	38,340	14,000	79
New Bedford, Mass		3			14,000	3
New Suffolk, N. Y.					455,900	251
New London, Conn.	12	2	16	1,307	80,812	9
Newport, R. I.	3	1	4	97,441	153,450	69
New York, N. Y.	3		3	1,564	1,300	9
Portsmouth, N. H.				1,448	680,000	1
Providence, R. I.	9	1	9	140	385	1
Plymouth, Mass	9	1	3	8,455	5,095	9
Provincetown, Mass	1	17	18	4,679	298	1
Sag Harbor, N. Y.	14		14	1,240	305,018	15
Salem, Mass					90,305	68
Somerset, Mass				109		9
Sippican, Mass	1	1	2	374	18	3
Stoughton, Conn	5	1	5	1,515	6,000	9
Warren, Mass		1		1,055	9,109	97
Warren, R. I.	6	1	6	8,679	71,900	3
Westport, Mass	5	9	7	9,384	20,300	1
Westport, Mass	5	9	7	9,918	6,653	92
Sent home from outward bound, condemned, &c				4,953	1,705	9
Total	159	41	200	160,174	3,252,830	51
1847:						
Barnstable, Mass	1	1	1	938	8	1
Bridgport, Conn	1	1	1	280	1,385	90
Boston, Mass		1		3,839	445,100	709
Bristol, R. I.	1	1	1	873	130	100
Calcutta, N. Y.	1		1	991	3,456	928
Gold Spring, N. Y.						3,315
Dartmouth, Mass	3	1	4	3,930	39,900	111
Edgartown, Mass	13	1	13	12,038	91,700	408
Falhaven, Mass						15,977
Frederick, Mass						855
Fall River, Mass	5	1	1	188	20	1
Greenport, N. Y.	5	1	5	633	8,480	1,743
Holmes, Hole, Mass	1	1	1	639	58,700	2,559
Lynn, Mass	1	1	1	75	8,010	3,949
Lyons, Mass	1	3	5	1,369	5,680	720
Mattapoisett, Mass	9		7	11,414	59,600	2,079
Mattituck, Mass	14	9	16	23,267	8,000	4,640
New Bedford, Mass	76	1	76	56,437	98,735	94,070
New London, Conn	24	9	26	4,755	76,340	60,946
Newport, R. I.	9	9	9	1,743	362,500	23,034
New York, N. Y.	1		1	68	1,743	1,886
New Suffolk, N. Y.	4		4	514	2,000	937
Providence, R. I.					187,500	2,938
Plymouth, Mass	1	10	11	2,030	8,854	1,175
Provincetown, Mass						1,988
† Freighters.						
* Two of these were freighters.						
† Eight merchantmen arrived with freight also; the freight is enumerated, the vessel not.						
§ Monthly freight.						

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Total.
1847—Continued.								
Portsmouth, N. H.	26	.....	26	3,257	.....	370,900	1	348
Sag Harbor, N. Y.	.....	.....	.....	.....	51,500	.....	50	17,823
Salem, Mass.	.....	.....	.....	.....	.....	.....	2	17,600
Somerset, Mass.	.....	.....	.....	.....	.....	.....	1	137
Stippican, Mass.	1	1	2	488	104	.....	2	603
Stonington, Conn.	9	.....	9	705	13,400	146,900	25	7,195
Stonington, Mass.	1	.....	1	1,040	1,644	5,900	2	7,404
Wareham, Mass.	3	.....	3	1,441	5,106	10,900	21	7,071
Warren, R. I.	3	.....	3	1,883	1,485	13,400	10	2,676
Westport, Mass.	.....	2	2	.....	.....	.....	.....	.....
Total	212	27	239	190,733	313,150	3,341,680	610	209,071
1848.								
Bristol, R. I.	1	.....	1	700	100	.....	1	983
Bridgeport, Conn.	.....	.....	.....	.....	.....	.....	2	706
Boston, Mass.	3	.....	3	2,300	1,747	.....	.....	.....
Cold Spring, N. Y.	3	3	6	351	4,230	6,300	8	3,315
Dartmouth, Mass.	.....	.....	.....	.....	.....	.....	.....	.....
Edgartown, Mass.	3	1	4	1,788	4,107	28,400	6	1,111
Fairhaven, Mass.	10	.....	10	4,086	13,102	61,300	49	2,408
Falmouth, Mass.	2	.....	2	2,936	2,936	8,300	3	13,805
Fall River, Mass.	1	150	151	2,000	2,000	20,000	5	1,106
Greenport, N. Y.	5	.....	5	636	8,731	74,000	10	1,615
Holmes' Hole, Mass.	.....	.....	.....	.....	.....	.....	3	3,059
Lynn, Mass.	1	.....	1	171	1,643	.....	2	949
Matapoisett, Mass.	5	1	6	2,625	2,625	2,800	2	780
Myatie, Conn.	5	.....	5	617	11,424	72,000	6	1,880
Nantucket, Mass.	16	.....	16	22,362	7,779	72,000	15	4,897
New Bedford, Mass.	75	.....	75	48,887	115,538	621,900	66	23,477
New Suffolk, N. Y.	1	.....	1	249	1,092	1,300	247	81,075
New London, Conn.	20	2	22	3,606	54,115	408,000	1	287
Newport, R. I.	1	.....	1	1,006	.....	.....	43	17,880
New York, N. Y.	1	.....	1	310	500	410,000	6	1,984
Plymouth, Mass.	1	.....	1	550	.....	.....	.....	.....
Providence, R. I.	.....	.....	.....	.....	.....	.....	1	175
Provincetown, Mass.	.....	11	11	3,149	37	.....	4	1,458
Portsmouth, N. H.	1	.....	1	500	.....	.....	1	1,960
Sag Harbor, N. Y.	14	.....	14	2,871	97,700	146,500	.....	.....
Salem, Mass.	.....	.....	.....	578	1,413	8,100	41	14,398
Sourfleet, Mass.	1	.....	1	310	.....	.....	1	137

Shippcon, Mass.	1	1	459	11,654	50,500	1	91	256
Stonington, Conn.	7	7	1,735	50,500	50,500	1	91	6,414
Wareham, Mass.	1	1	694	54,300	54,300	1	1	3,374
Warren, R. I.	7	7	3,571	10,058	10,058	1	90	6,647
Westport, Mass.	5	9	1,588	93	93	11	4	2,504
Yarmouth, Mass.	1	1	30	1	1	1	1	90
Total	183	93	107,976	280,656	2,003,000	581	33	184,110
1849.								
Bridgeport, Conn.	1	1	254	2,702	27,300	1	1	163
Beverly, Mass.	3	3	1,360	3,445	302,300	7	1	2,878
Boston, Mass.	3	1	1,999	8,697	68,600	7	1	111
Cold Spring, N. Y.	1	1	8	98	18,900	5	1	1,900
Dartmouth, Mass.	13	13	10,806	2,743	150,100	46	1	14,735
Edgartown, Mass.	1	1	2,000	115	140,600	3	1	1,108
Fairhaven, Mass.	1	1	656	8,049	78,400	10	3	646
Falmouth, Mass.	4	4	587	7,457	78,400	3	3	3,659
Fall River, Mass.	4	4	363	1,590	78,400	3	3	949
Greensport, N. Y.	1	1	780	10	51,100	6	3	790
Holmes' Hole, Mass.	1	1	1,509	6,747	68,900	10	1	1,760
Lynn, Mass.	5	5	17,887	6,461	707,300	58	4	3,384
Mattapoisett, Mass.	13	13	46,338	73,961	707,300	236	4	90,831
Mytis, Conn.	63	1	943	314	1,300	1	3	77,138
Nantucket, Mass.	1	1	1,949	38,680	301,100	42	5	15,909
New Bedford, Mass.	1	3	1,055	1,655	30,300	4	1	1,363
Newburyport, Mass.	17	1	9,317	4,543	30,300	3	9	843
New London, Conn.	1	1	2,984	277	185,400	1	1	1,960
Newport, R. I.	1	1	1,737	37,579	185,400	23	1	7,935
New York, N. Y.	1	1	140	1	1	1	1	1,100
Providence, R. I.	2	2	1,688	15,334	97,500	19	1	7,137
Provincetown, Mass.	9	15	2,384	10,763	61,500	15	1	856
Quincy, Mass.	16	1	2,518	100	500	11	4	5,877
Sag Harbor, N. Y.	1	1	368	786	3,700	1	1	4,839
Stamford, Mass.	1	1	3,843	763	1,700	7	1	2,517
Stonington, Conn.	8	8	2,164	184	477,900	45	1	94
Wareham, Mass.	6	6	8,813	10,539	243,692	510	33	171,484
Warren, R. I.	3	1	368	786	3,700	1	2	396
Westport, Mass.	9	9	3,843	763	1,700	7	1	901
Yarmouth, Mass.	10	10	2,164	184	477,900	45	1	2,878
Total	171	96	100,494	243,692	2,381,100	510	33	171,484
1850.								
Beverly, Mass.	7	7	368	786	3,700	1	2	396
Boston, Mass.	1	1	3,843	763	1,700	7	1	901
Cold Spring, N. Y.	1	1	2,164	184	477,900	45	1	2,878
Dartmouth, Mass.	1	1	8,813	10,539	243,692	510	33	171,484
Edgartown, Mass.	10	10	2,164	184	477,900	45	1	1,800
Fairhaven, Mass.	1	1	368	786	3,700	1	2	14,480

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil. Bbls.	Whale-oil. Bbls.	Bone. Lbs.	Ships and barks.	Brigs and schooners.
1850—Continued.								
Falmouth, Mass.							3	
Fall River, Mass.							3	
Greenport, N. Y.	1		1	505	928	4,500	9	1
Holmes' Hole, Mass.	3		3	1,206	4,960	56,800	3	
Lynn, Mass.							2	
Matapoiset, Mass.	3	1	4	2,089	81		7	2
Nystad, Conn.	2		2	251	1,588	3,000	9	1
Nantucket, Mass.	13	1	13	17,969	1,328	133,000	53	2
New Bedford, Mass.	64		64	39,398	91,027	1,061,500	945	4
New Bedford, N. Y.							1	
New London, Conn.	17		17	2,349	36,545	303,000	44	4
Newport, R. I.								
New York, N. Y.	1	3	4	2,054	1,310	460,000		
Orleans, Mass.		1	1	940				1
Providence, R. I.	2		2	113	3,393	93,600	2	
Provincetown, Mass.	1	23	23	2,905	94,438		2	25
Sag Harbor, N. Y.	11	1	12	7,718	94,438	193,100	14	1
Shippican, Mass.	1		1	43	1,453	9,300		
Stonington, Conn.	7		7	900	15,286	179,600	17	
Truro, Mass.		1	1	140				1
Wareham, Mass.	1		1	250	2,719	38,100	1	
Warren, R. I.	1		1	1,035			15	
Westport, Mass.	5	2	7	3,607	394		11	5
Yarmouth, Mass.		1	1	68	13			
Total.....	151	37	188	92,893	200,068	2,569,200	503	51
1851.								
Beverly, Mass.				250			1	2
Boston, Mass.	6	6	12	6,842	260	9,300	2	1
Cold Spring, N. Y.	4		4	317	11,591	120,000	6	
Dartmouth, Mass.		1	1	46	14		2	1
Edgartown, Mass.	2		2	2,874	3,940	44,000	8	1
Falhaven, Mass.	13		13	9,480	15,325	97,100	40	1
Falmouth, Mass.	1		1		2,719	94,300	3	
Fall River, Mass.							9	
Greenport, N. Y.	7		7	839	13,467	115,100	8	1
Holmes' Hole, Mass.							4	
Lynn, Mass.	1		1	135	2,740	98,700	2	
Matapoiset, Mass.	3	2	5	1,747	2,581	12,000	11	
Myatie, Conn.	6		6	1,153	15,707	106,400	9	1
Total.....	151	37	188	92,893	200,068	2,569,200	503	51
1851.								
Beverly, Mass.				250			1	2
Boston, Mass.	6	6	12	6,842	260	9,300	2	1
Cold Spring, N. Y.	4		4	317	11,591	120,000	6	
Dartmouth, Mass.		1	1	46	14		2	1
Edgartown, Mass.	2		2	2,874	3,940	44,000	8	1
Falhaven, Mass.	13		13	9,480	15,325	97,100	40	1
Falmouth, Mass.	1		1		2,719	94,300	3	
Fall River, Mass.							9	
Greenport, N. Y.	7		7	839	13,467	115,100	8	1
Holmes' Hole, Mass.							4	
Lynn, Mass.	1		1	135	2,740	98,700	2	
Matapoiset, Mass.	3	2	5	1,747	2,581	12,000	11	
Myatie, Conn.	6		6	1,153	15,707	106,400	9	1
Total.....	151	37	188	92,893	200,068	2,569,200	503	51
1851.								
Beverly, Mass.				250			1	2
Boston, Mass.	6	6	12	6,842	260	9,300	2	1
Cold Spring, N. Y.	4		4	317	11,591	120,000	6	
Dartmouth, Mass.		1	1	46	14		2	1
Edgartown, Mass.	2		2	2,874	3,940	44,000	8	1
Falhaven, Mass.	13		13	9,480	15,325	97,100	40	1
Falmouth, Mass.	1		1		2,719	94,300	3	
Fall River, Mass.							9	
Greenport, N. Y.	7		7	839	13,467	115,100	8	1
Holmes' Hole, Mass.							4	
Lynn, Mass.	1		1	135	2,740	98,700	2	
Matapoiset, Mass.	3	2	5	1,747	2,581	12,000	11	
Myatie, Conn.	6		6	1,153	15,707	106,400	9	1
Total.....	151	37	188	92,893	200,068	2,569,200	503	51
1851.								
Beverly, Mass.				250			1	2
Boston, Mass.	6	6	12	6,842	260	9,300	2	1
Cold Spring, N. Y.	4		4	317	11,591	120,000	6	
Dartmouth, Mass.		1	1	46	14		2	1
Edgartown, Mass.	2		2	2,874	3,940	44,000	8	1
Falhaven, Mass.	13		13	9,480	15,325	97,100	40	1
Falmouth, Mass.	1		1		2,719	94,300	3	
Fall River, Mass.							9	
Greenport, N. Y.	7		7	839	13,467	115,100	8	1
Holmes' Hole, Mass.							4	
Lynn, Mass.	1		1	135	2,740	98,700	2	
Matapoiset, Mass.	3	2	5	1,747	2,581	12,000	11	
Myatie, Conn.	6		6	1,153	15,707	106,400	9	1
Total.....	151	37	188	92,893	200,068	2,569,200	503	51
1851.								
Beverly, Mass.				250			1	2
Boston, Mass.	6	6	12	6,842	260	9,300	2	1
Cold Spring, N. Y.	4		4	317	11,591	120,000	6	
Dartmouth, Mass.		1	1	46	14		2	1
Edgartown, Mass.	2		2	2,874	3,940	44,000	8	1
Falhaven, Mass.	13		13	9,480	15,325	97,100	40	1
Falmouth, Mass.	1		1		2,719	94,300	3	
Fall River, Mass.							9	
Greenport, N. Y.	7		7	839	13,467	115,100	8	1
Holmes' Hole, Mass.							4	
Lynn, Mass.	1		1	135	2,740	98,700	2	
Matapoiset, Mass.	3	2	5	1,747	2,581	12,000	11	
Myatie, Conn.	6		6	1,153	15,707	106,400	9	1
Total.....	151	37	188	92,893	200,068	2,569,200	503	51
1851.								
Beverly, Mass.				250			1	2
Boston, Mass.	6	6	12	6,842	260	9,300	2	1
Cold Spring, N. Y.	4		4	317	11,591	120,000	6	
Dartmouth, Mass.		1	1	46	14		2	1
Edgartown, Mass.	2		2	2,874	3,940	44,000	8	1
Falhaven, Mass.	13		13	9,480	15,325	97,100	40	1
Falmouth, Mass.	1		1		2,719	94,300	3	
Fall River, Mass.							9	
Greenport, N. Y.	7		7	839	13,467	115,100	8	1
Holmes' Hole, Mass.							4	
Lynn, Mass.	1		1	135	2,740	98,700	2	
Matapoiset, Mass.	3	2	5	1,747	2,581	12,000	11	
Myatie, Conn.	6		6	1,153	15,707	106,400	9	1
Total.....	151	37	188	92,893	200,068	2,569,200	503	51
1851.								
Beverly, Mass.				250			1	2
Boston, Mass.	6	6	12	6,842	260	9,300	2	1
Cold Spring, N. Y.	4		4	317	11,591	120,000	6	
Dartmouth, Mass.		1	1	46	14		2	1
Edgartown, Mass.	2		2	2,874	3,940	44,000	8	1
Falhaven, Mass.	13		13	9,480	15,325	97,100	40	1
Falmouth, Mass.	1		1		2,719	94,300	3	
Fall River, Mass.							9	
Greenport, N. Y.	7		7	839	13,467	115,100	8	1
Holmes' Hole, Mass.							4	
Lynn, Mass.	1		1	135	2,740	98,700	2	
Matapoiset, Mass.	3	2	5	1,747	2,581	12,000	11	
Myatie, Conn.	6		6	1,153	15,707	106,400	9	1
Total.....	151	37	188	92,893	200,068	2,569,200	503	51
1851.								
Beverly, Mass.				250			1	2
Boston, Mass.	6	6	12	6,842	260	9,300	2	1
Cold Spring, N. Y.	4		4	317	11,591	120,000	6	
Dartmouth, Mass.		1	1	46	14		2	1
Edgartown, Mass.	2		2	2,874	3,940	44,000	8	1
Falhaven, Mass.	13		13	9,480	15,325	97,100	40	1
Falmouth, Mass.	1		1		2,719	94,300	3	
Fall River, Mass.							9	
Greenport, N. Y.	7		7	839	13,467	115,100	8	1
Holmes' Hole, Mass.							4	
Lynn, Mass.	1		1	135	2,740	98,700	2	
Matapoiset, Mass.	3	2	5	1,747	2,581	12,000	11	
Myatie, Conn.	6		6	1,153	15,707	106,400	9	1
Total.....	151	37	188	92,893	200,068	2,569,200	503	51
1851.								
Beverly, Mass.				250			1	2
Boston, Mass.	6	6	12	6,842	260	9,300	2	1
Cold Spring, N. Y.	4		4	317	11,591	120,000	6	
Dartmouth, Mass.		1	1	46	14		2	1
Edgartown, Mass.	2		2	2,874	3,940	44,000	8	1
Falhaven, Mass.	13		13	9,480	15,325	97,100	40	1
Falmouth, Mass.	1		1		2,719	94,300	3	
Fall River, Mass.							9	
Greenport, N. Y.	7		7	839	13,467	115,100	8	1
Holmes' Hole, Mass.							4	
Lynn, Mass.	1		1	135	2,740	98,700	2	
Matapoiset, Mass.	3	2	5	1,747	2,581	12,000	11	
Myatie, Conn.	6		6	1,153	15,707	106,400	9	1
Total.....	151	37	188	92,893	200,068	2,569,200	503	51
1851.								
Beverly, Mass.				250			1	2
Boston, Mass.	6	6	12	6,842	260	9,300	2	1
Cold Spring, N. Y.	4		4	317	11,591	120,000	6	
Dartmouth, Mass.		1	1	46	14		2	1
Edgartown, Mass.	2		2	2,874	3,940	44,000	8	1
Falhaven, Mass.	13		13	9,480	15,325	97,100	40	1
Falmouth, Mass.	1		1		2,719	94,300	3	
Fall River, Mass.							9	
Greenport, N. Y.	7		7	839	13,467	115,100	8	1

Nantuxet, Mass.	13	2	15	14,601	3,385	38,000	52	4	18,472
New Bedford, Mass.	89	5	94	45,150	153,711	2,349,900	278	4	94,642
New London, Conn.	96	2	98	2,914	67,508	609,000	43	5	16,373
Newport, R. I.	2		2	1,982	1,765	12,900	1		1,827
New Suffolk, N. Y.	2	3	5	2,042		42,400			
New York, N. Y.*	2	1	1	210				2	251
Oreana, Mass.									865
Providence, R. I.					229		2	28	2,359
Provincetown, Mass.	1	24	25	2,911					
Philadelphia, Pa.†		1	1	60					
Sag Harbor, N. Y.	4		4	133	11,066	67,200	17	1	5,856
Salem, Mass.								2	292
Sandwich, Mass.						135,000			5,743
Stonington, Conn.	8	1	8	1,210	15,859		18	1	374
Truro, Mass.		1	1	175	8				5,640
Wareham, Mass.*						29,100	1		374
Warren, R. I.	1		1	163	2,799		17		5,725
Westport, Mass.	7	2	9	4,040	1,769	4,400	14	5	
Total	197	51	943	98,391	328,463	3,916,500	558	62	193,990
1853.									
Beverly, Mass.	2		2	920	2		1	2	568
Boston, Mass.*	6	2	8	4,970	911		2	1	618
Cold Spring, N. Y.									2,919
Dartmouth, Mass.							3	1	2,825
Edgartown, Mass.							8		2,823
Edgartown, Mass.	8		8	6,248	4,001	38,600	48		16,542
Falmouth, Mass.							3		1,106
Falmouth, Mass.	3		3	481	2,527	15,000	3		1,818
Fall River, Mass.	1	1	2	1,070	75		6	1	2,749
Greenport, N. Y.							4		1,520
Hingham, Mass.		1	1				2		1,720
Lynn, Mass.							12	2	3,153
Martha's Vineyard, Mass.	4	1	4	1,205	526	1,500	19	2	2,129
Mayaguez, Conn.	3		3	467	4,674	10,000	53	4	12,494
Nantuxet, Mass.	8	7	15	10,889	1,238	92,500	307	4	104,006
New Bedford, Mass.	54	5	59	40,213	42,332	175,600	47	6	17,335
New London, Conn.	2	1	4	492	5,441		5		1,742
Newport, R. I.									
New York, N. Y.*	6	1	7	426	4,136	12,200			
New Suffolk, N. Y.	1		1		1,385	10,600			
Oreana, Mass.		2	2	335	20		1	2	426
Providence, R. I.							2		865
Provincetown, Mass.	2	20	22	2,810	741		3	24	2,198
Sag Harbor, N. Y.	2	2	4	1,021	2,077	18,700	18	1	6,653
Salem, Mass.	1		1	320	30		1		230
Sandwich, Mass.		2	2	115	15			2	292
Sippican, Mass.								1	119
Stonington, Conn.	3	1	4	199	4,313	6,400	18	1	5,843
Truro, Mass.								1	143

† Freighter.

* Of these part were freighters.

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
1852—Continued.									
Wareham, Mass.									
Warren, R. I.	10		10	4,907	7,686	30,400	1		374
Westport, Mass.	2	2	4	1,510	31		17	5	5,257
Total.....	110	46	167	78,672	74,311	1,259,900	599	62	906,267
1853.									
Baltimore, Md.	1		1		942				
Beverly, Mass.	2	1	3	615			3	2	999
Boston, Mass.	6	2	8	4,469	560		1	1	961
Cold Spring, N. Y.	1		1			51,900	7		9,919
Dartmouth, Mass.	2		2	385	1,570		3		714
Edgartown, Mass.						31,000	10		3,402
Fairhaven, Mass.	13		13	8,083	14,172	188,700	49		16,754
Falmouth, Mass.	2		2	2,650		9,000	3		1,106
Fall River, Mass.	2		2	360	280		4		1,144
Gloucester, Mass.								1	110
Greenport, N. Y.	2		2	984	2,094	98,300	9		8,973
Holmes' Hole, Mass.	2	1	3	330	1,720	1,000	4	1	1,530
Lynn, Mass.	2		2	1,656	2,120	96,000	1		1,332
Marblehead, Mass.	4	2	6	1,816	48	4,000	11		3,013
Marble, Conn.	3		3	946	4,996	50,000	9	4	3,959
Nantucket, Mass.	15	4	19	19,229	7,926	43,500	44	2	15,571
New Bedford, Mass.	60	2	62	44,923	115,678	2,825,900	316	2	107,512
New London, Conn.	18	3	21	1,107	45,960	1,861,900	46	9	17,308
Newport, R. I.									1,742
New York, N. Y.	4	4	8	982	20,212	177,900			
Oriente, Mass.	1	2	3	526	25		1	4	634
Providence, R. I.	2		2	1,982	4,527	54,000	1		286
Provincetown, Mass.	1	31	32	1,761	603		3	24	3,063
Sag Harbor, N. Y.	5		5	1,366	6,338	74,600	19	2	6,322
Salem, Mass.	1		1	180	30		1		230
Sandwich, Mass.		3	3	439	14			2	292
Shippican, Mass.	2	2	4	261	40			2	219
Stonington, Conn.	6	3	9	561	14,142	110,300	18	2	5,843
Truro, Mass.		1	1	70				1	143
Wareham, Mass.	1		1	136	2,513	46,700	1		371
Warren, R. I.	5		5	2,173	1,546	9,300	17		5,969
Westport, Mass.	10	1	11	4,610	1,92		17	5	4,360
Total.....	106	53	159	163,077	980,114	5,672,300	602	66	906,399

1854.

Beverly, Mass.	2	9	4	643	74	31,500	3	2	999
Boston, Mass.	6	4	6	3,911	7,067	84,700	7	1	2,919
Cold Spring, N. Y.	4	1	1	699	8		6	1	1,616
Dartmouth, Mass.	1	1	1	814	1,861		11	1	3,682
Edgartown, Mass.	13	1	13	2,851	21,507	274,000	45	1	15,302
Fairhaven, Mass.	1	1	1	513	1,888		3	1	1,106
Falmouth, Mass.	1	1	1	62			4	1	1,144
Fall River, Mass.	1	1	1	62			4	1	1,110
Gloucester, Mass.	5	5	5	1,197	7,773	20,200	9	1	2,972
Greenport, N. Y.	2	2	2	425	3,190	3,000	4	1	1,530
Holmes Hole, Mass.	4	4	4	1,269	2,183	9,400	11	4	3,013
Lynn, Mass.	5	5	5	8,900	6,351	36,800	8	3	2,451
Marblehead, Mass.	113	113	113	42,924	9,314	75,900	41	2	14,337
Nantucket, Mass.	20	20	20	1,610	175,326	1,698,200	319	2	105,459
New Bedford, Mass.	9	9	9	3,517	42,765	250,200	44	8	16,329
New London, Conn.	8	8	8	3,517	3,430	893,500	5	1	1,743
Newport, R. I.	1	1	1	328	19,450		1	4	738
New York, N. Y.	1	1	1	2,708	1,041		1	1	998
Orleans, Mass.	1	1	1	300	6,979	24,500	18	1	1,065
Providence, R. I.	23	23	23	377	63		1	1	316
Provincetown, Mass.	8	8	8	196	10		1	1	329
Sag Harbor, N. Y.	2	2	2	460	8,145	70,600	13	1	4,508
Salem, Mass.	3	3	3	441			1	1	374
Sandwich, Mass.	1	1	1	2,220	481	1,108	16	1	5,269
Shippican, Mass.	6	6	6	76,095	319,837	3,445,200	584	4	4,230
Stonington, Conn.	1	1	1	307	5,692	15,000	4	1	837
Wareham, Mass.	1	1	1	986	1,435	14,000	2	1	2,189
Warren, R. I.	1	1	1	986	2,960	22,500	11	2	3,973
Westport, Mass.	1	1	1	7,351	9,775	86,600	48	1	16,417
Total	213	41	254	76,095	319,837	3,445,200	584	54	199,863

1855.

Beverly, Mass.	2	3	2	307	8	15,000	4	1	837
Boston, Mass.	3	1	1	986	1,435	14,000	2	1	2,189
Cold Spring, N. Y.	1	1	1	986	2,960	22,500	11	2	3,973
Dartmouth, Mass.	1	1	1	7,351	9,775	86,600	48	1	16,417
Edgartown, Mass.	2	2	2	986	2,960	22,500	11	2	3,973
Fairhaven, Mass.	11	11	11	986	2,960	22,500	11	2	3,973
Falmouth, Mass.	1	1	1	986	2,960	22,500	11	2	3,973
Fall River, Mass.	1	1	1	986	2,960	22,500	11	2	3,973
Greenport, N. Y.	1	1	1	986	2,960	22,500	11	2	3,973
Holmes Hole, Mass.	1	1	1	986	2,960	22,500	11	2	3,973
Lynn, Mass.	5	5	5	986	2,960	22,500	11	2	3,973
Marblehead, Mass.	1	1	1	986	2,960	22,500	11	2	3,973
Nantucket, Mass.	9	9	9	986	2,960	22,500	11	2	3,973
New Bedford, Mass.	76	76	76	986	2,960	22,500	11	2	3,973
New London, Conn.	10	10	10	986	2,960	22,500	11	2	3,973
Newport, R. I.	2	2	2	986	2,960	22,500	11	2	3,973

R.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.		Importation.				Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.
1855—Continued.								
New York, N. Y.	1	2	3	Bbls. 1,096	Bbls. 140			
Orleans, Mass.	1	1	2	280	450		1	3
Providence, R. I.								
Provincetown, Mass.	2	12	14	1,200	1,032	5,000	3	17
Sag Harbor, N. Y.	6		6	846	6,360	60,000	15	1
Salem, Mass.	1		1	42			1	
Sandwich, Mass.					235			2
Shippican, Mass.		3	3	277	12			2
Stonington, Conn.	5		5	246	9,911	111,800	7	
Wareham, Mass.		4			5,821	161,800	1	
Warren, R. I.	4		4	1,087			14	
Westport, Mass.	5	1	6	1,918	1,906		17	4
Total	149	28	177	72,649	184,015	2,707,500	585	50
1856.								
Beverly, Mass.	3		3	141	144			
Boston, Mass.	7		7	379	343	28,500	2	
Cold Spring, N. Y.	1		1		2,596	97,000		
Dartmouth, Mass.	3	1	4	1,399	1,399	8,400	5	
Edgartown, Mass.	5	1	6	1,027	6,171	104,300	10	
Fairhaven, Mass.	8		8	1,927	9,648	26,300	14	3
Falmouth, Mass.	1		1	5,696	2,477	12,400	47	1
Fall River, Mass.	2		2	307	1,944	11,600	3	
Greenport, N. Y.	1		1	30	1,150	4,000	9	
Holmes' Hole, Mass.	1	1	2	675	890		3	
Lynn, Mass.	1		1	938		2,000	3	1
Mattapoisett, Mass.								
Mystic, Conn.	2	1	3	979	368		12	6
Nantucket, Mass.	4		4	131	5,146	69,000	36	
New Bedford, Mass.	9	4	13	6,015	7,354	57,500	38	3
New London, Conn.	78	1	79	52,885	81,783	1,087,000	350	
Newport, R. I.	13	7	20	961	31,806	249,900	50	15
New York, N. Y.	1		1	700				
Orleans, Mass.	7	1	8	2,033	16,097	691,500	4	
Providence, R. I.	1	3	4	480	840	3,600		3
Provincetown, Mass.								
Sag Harbor, N. Y.	1	13	14	689	9,806	4,000	1	
Salem, Mass.	4	1	5	664	4,027	32,800	5	17
Sandwich, Mass.	1		1	251	219	1,300	14	4
Total	360	28	388	140	140	1,000		1
1857.								
Beverly, Mass.	3		3	141	144			
Boston, Mass.	7		7	379	343	28,500	2	
Cold Spring, N. Y.	1		1		2,596	97,000		
Dartmouth, Mass.	3	1	4	1,399	1,399	8,400	5	
Edgartown, Mass.	5	1	6	1,027	6,171	104,300	10	
Fairhaven, Mass.	8		8	1,927	9,648	26,300	14	3
Falmouth, Mass.	1		1	5,696	2,477	12,400	47	1
Fall River, Mass.	2		2	307	1,944	11,600	3	
Greenport, N. Y.	1		1	30	1,150	4,000	9	
Holmes' Hole, Mass.	1	1	2	675	890		3	
Lynn, Mass.	1		1	938		2,000	3	1
Mattapoisett, Mass.								
Mystic, Conn.	2	1	3	979	368		12	6
Nantucket, Mass.	4		4	131	5,146	69,000	36	
New Bedford, Mass.	9	4	13	6,015	7,354	57,500	38	3
New London, Conn.	78	1	79	52,885	81,783	1,087,000	350	
Newport, R. I.	13	7	20	961	31,806	249,900	50	15
New York, N. Y.	1		1	700				
Orleans, Mass.	7	1	8	2,033	16,097	691,500	4	
Providence, R. I.	1	3	4	480	840	3,600		3
Provincetown, Mass.								
Sag Harbor, N. Y.	1	13	14	689	9,806	4,000	1	
Salem, Mass.	4	1	5	664	4,027	32,800	5	17
Sandwich, Mass.	1		1	251	219	1,300	14	4
Total	360	28	388	140	140	1,000		1

HISTORY OF THE AMERICAN WHALE FISHERY.

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Slipican, Mass.	3	2	293	32	54,500	6	3	319
Stonington, Conn.	3	3	230	6,307	54,500	6	3	1,349
Wareham, Mass.	9	9	3,073	11,909	109,000	15	1	374
Warren, R. I.	5	5	1,947	1,334	1,500	14	5	5,043
Westport, Mass.	173	38	80,941	197,880	2,562,700	593	62	3,963
Total								204,309
1857.								
Beverly, Mass.	1	1	346	40	10,000	2	1	452
Boston, Mass.	3	3	131	104	3,100	5	1	2,129
Cold Spring, N. Y.	1	1	301	371	2,100	10	3	2,477
Dartmouth, Mass.	1	1	344	49	18,400	16	3	5,776
Edgartown, Mass.	3	1	840	3,331	103,900	47	1	16,840
Fairhaven, Mass.	15	15	5,500	17,417	103,900	3	1	1,106
Falmouth, Mass.	1	1	700	806	3,000	2	1	490
Fall River, Mass.	1	1	90	90	5,600	7	1	1,850
Gloucester, Mass.	3	3	593	2,969	14,500	1	1	420
Greenport, N. Y.	3	3	225	2,930	17,900	13	6	3,854
Holmes' Hole, Mass.	1	1	108	2,550	14,500	6	4	1,940
Lynn, Mass.	3	4	2,012	9,143	90,700	36	4	13,073
Mattapoisett, Mass.	3	3	460	4,836	20,300	394	16	110,367
Mystic, Conn.	2	2	3,456	5,736	1,350,850	47	16	18,535
Nantucket, Mass.	6	2	48,168	197,362	80,600	3	3	638
New Bedford, Mass.	103	2	58	28,083	306,300	1	3	3,337
New Haven, Conn.	1	1	3,619	11,363	2,100	5	93	6,139
New London, Conn.	10	5	113	2,718	5,800	17	3	216
Newport, R. I.	5	2	1,961	5,875	20,100	1	1	165
New York, N. Y.	5	2	358	94	1,100	5	5	598
Orleans, Mass.	1	1	1,961	5,875	20,100	1	1	1,705
Providence, R. I.	2	18	94	1,100	17,800	5	1	3,274
Provincetown, Mass.	2	2	309	68	3,000	16	2	5,418
Philadelphia, Pa.	2	2	1,003	2,050	33,700	18	2	4,233
Sag Harbor, N. Y.	2	2	404	5,859	2,084,850	587	67	203,148
Salem, Mass.	2	2	563	3,396	2,084,850	587	67	203,148
Sandwich, Mass.	3	3	4,765	73,440	2,084,850	587	67	203,148
Slipican, Mass.	3	3	340	1,466	25,300	2	1	595
Stonington, Conn.	1	1	85	3,964	21,000	6	1	1,606
Wareham, Mass.	1	1	1,801	2,950	9,400	10	2	2,907
Warren, R. I.	3	3	824	4,697	9,400	16	2	5,066
Westport, Mass.	8	2	8,553	15,745	84,500	45	1	16,144
Total	188	44	73,440	320,941	2,084,850	587	67	203,148
1858.								
Beverly, Mass.	5	1	340	1,466	25,300	2	1	595
Boston, Mass.	2	2	85	3,964	21,000	6	1	1,606
Cold Spring, N. Y.	4	4	1,801	2,950	9,400	10	2	2,907
Dartmouth, Mass.	4	4	824	4,697	9,400	16	2	5,066
Edgartown, Mass.	4	4	8,553	15,745	84,500	45	1	16,144
Fairhaven, Mass.	13	13	* All freights.					

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
1858—Continued.									
Falmouth, Mass.	2	.....	2	Bbls. 3, 130	Bbls. 134	Lbs.	3	.....	1, 108
Fall River, Mass.	1	.....	1	3, 151	1, 823	.....	2	.....	1, 400
Greenport, N. Y.	1	.....	1	.....	910	700	4	.....	1, 637
Holmes Hole, Mass.	1	.....	1	351	.....	.....	1	1	.....
Matapoisett, Mass.	6	.....	7	2, 536	1, 002	300	13	6	2, 634
Mystic, Conn.	1	.....	1	.....	2, 684	5, 100	6	1	2, 640
Nantuxet, Mass.	7	.....	8	7, 945	103, 105	1, 184, 900	30	3	11, 037
New Bedford, Mass.	77	3	80	46, 818	.....	.....	316	.....	107, 531
New Haven, Conn.	.....	.....	.....	.....	.....	.....	.....	.....	.....
New London, Conn.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newport, R. I.	19	4	23	1, 630	48, 130	116, 100	43	13	16, 735
New York, N. Y.	6	3	9	.....	130	90, 900	3	.....	986
Orleans, Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Provincetown, Mass.	1	19	20	309	2, 655	1, 500	1	3	638
Sag Harbor, N. Y.	7	2	9	1, 239	4, 200	15, 000	5	21	3, 099
Salem, Mass.	.....	.....	.....	1, 321	.....	.....	16	4	5, 936
Sandwich, Mass.	.....	.....	.....	.....	.....	.....	1	.....	218
Sturbridge, Mass.	.....	.....	.....	.....	.....	.....	1	.....	165
Sturbridge, Mass.	.....	.....	.....	576	948	.....	.....	6	688
Stonington, Conn.	.....	.....	.....	.....	.....	.....	4	.....	1, 394
Wareham, Mass.	1	.....	1	776	48	12, 700	1	.....	374
Warren, R. I.	4	1	5	2, 366	445	4, 500	15	.....	4, 851
Westport, Mass.	.....	.....	.....	.....	.....	.....	18	2	4, 823
Total.....	162	43	205	21, 941	182, 923	1, 571, 900	561	64	195, 115
1859.									
Beverly, Mass.	2	.....	3	540	1, 025	5, 500	2	1	595
Boston, Mass.	5	1	6	1, 399	2, 900	1, 800	.....	.....	.....
Cold Spring, N. Y.	1	.....	1	.....	2, 900	.....	4	.....	1, 606
Dartmouth, Mass.	2	.....	2	2, 379	598	.....	9	.....	2, 453
Edgartown, Mass.	3	.....	4	895	2, 554	10, 000	16	2	5, 696
Falmouth, Mass.	9	.....	9	2, 383	6, 901	29, 750	40	3	14, 417
Falmouth, Mass.	.....	.....	.....	.....	.....	.....	3	.....	1, 106
Fall River, Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greenport, N. Y.	1	1	2	385	2, 623	11, 650	2	.....	231
Holmes Hole, Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Matapoisett, Mass.	3	1	4	974	1, 303	7, 500	14	5	2, 837
Mystic, Conn.	1	.....	1	844	1, 350	1, 700	5	1	1, 719
Nantuxet, Mass.	0	.....	11	6, 340	6, 430	15, 000	90	.....	7, 844
New Bedford, Mass.	86	2	88	64, 337	121, 522	1, 605, 800	301	1	103, 584

	19	1	90	1,489	98,483	188,000	1	33	10	567
New Haven, Conn.	19	1	90	1,489	98,483	188,000	1	33	10	567
New London, Conn.]	1	1	1	732	5,307	9,000	2	700	2	13,925
Newport, R. I.	10	2	13	732	5,307	9,000	2	700	2	646
New York, N. Y.]	1	2	9	865	564		3			638
Orleans, Mass.	1	1	1	593						
Providence, R. I.	1	1	1	593						
Provincetown, Mass.	16	16	16	2,625	1,349		4	28	28	3,075
Sag Harbor, N. Y.	7	7	7	1,152	3,608	16,000	15	4	4	5,425
Salem, Mass.	1	1	1	363	114		1			216
Sandwich, Mass.	1	1	1	408	47		1			165
Sippican, Mass.	4	4	4	456	88		6			698
Stoughton, Conn.	3	3	3	115	2,365	17,000	3	1	1	1,240
Wareham, Mass.	3	3	3	1,395			1			3,374
Warren, R. I.	3	3	3	679	314		10	1	1	3,286
Westport, Mass.	3	3	3				18	2	2	4,233
Total.	170	35	205	91,408	190,411	1,923,850	508	63	63	177,049
1860.										
Beverly, Mass.	1	1	2	249	160		1		1	385
Boston, Mass.]	3	1	4	390	1,716	1,300	2			554
Cold Spring, N. Y.	1	1	1			21,000	6			1,656
Dartmouth, Mass.	2	2	2	1,447	5,251		15		1	3,384
Edgartown, Mass.	4	4	4	915	5,212	8,900	15			13,051
Fairhaven, Mass.	7	1	8	3,669	7,978	10,000	36	3	3	33,350
Falmouth, Mass.	1	1	1	30	1,573	10,300	1			490
Fall River, Mass.	1	1	1	367	50		2			270
Greenport, N. Y.	2	2	2	230	1,965	900	1			3,633
Holmes Hole, Mass.	1	1	1	318	54		13		5	660
Marblehead, Mass.	4	1	5	2,106	4,480	1,850	2		1	6,137
Mythic, Conn.	3	3	3	520	64		17		1	98,760
Nantucket, Mass.	5	1	6	5,316	90,450	1,112,600	891			567
New Bedford, Mass.]	85	3	83	43,716			29		9	11,245
New Haven, Conn.	1	1	1	623	13,040	93,300	1			
New London, Conn.	8	1	9	870	953					530
Newport, R. I.]	2	2	2	870	5,359	50,700	1		2	3,250
New York, N. Y.]	10	5	15	168	70		5	21	3	4,739
Orleans, Mass.	2	2	2	3,698	1,447	4,300	14			216
Provincetown, Mass.	3	16	19	285			1			165
Sag Harbor, N. Y.	1	1	2				1			564
Salem, Mass.										143
Sandwich, Mass.										374
Sippican, Mass.	5	5	5	898	133	15,600	1		5	1,633
Stoughton, Conn.	3	1	3	103	1,374		4		2	3,751
Wareham, Mass.	3	3	3	1,867	2,460	22,000	1			
Warren, R. I.	4	4	4	5,364	618		15			
Westport, Mass.	8	1	9							
Total.	157	41	198	73,708	140,005	1,337,050	459	55	55	153,746

* One freighter.

† Tan freighters.

‡ Four freighters.

§ All freighters.

|| Including freight; New York and Boston arrivals were all freighters.

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.
1861.								
Beverly, Mass.	1		1	Bbls. 4	Bbls. 70	Lbs.		1
Boston, Mass.	4		4	1,064	133			
Cold Spring, N. Y.								
Dartmouth, Mass.								
Edgartown, Mass.	5	1	6	1,840	5,821	5,130		
Fairhaven, Mass.	14	1	15	4,565	13,217	86,300	23	1
Falmouth, Mass.								
Fall River, Mass.						7,100	1	
Holmes' Hole, Mass.	1		1	1,054				
Mattapoisett, Mass.	1	1	2	1,500		900		
Mystic, Conn.	3	1	4	795	1,549			
Nantucket, Mass.	1		1	681	2,991			
New Bedford, Mass.	1		1	940	3,380			
New Haven, Conn.	83	2	85	47,404	72,134	734,434	359	1
New London, Conn.								
New York, N. Y.	12	2	14	179	17,809	76,750	15	6
Orleans, Mass.	11	1	12	834	9,100	67,500		
Provincetown, Mass.	1	1	2	366	733			
Sag Harbor, N. Y.	1	12	13	1,725	1,049		1	2
Salem, Mass.	7	1	8	2,414	3,693	15,700	6	5
Sandwich, Mass.	1		1	340	16			
Sippican, Mass.	1		1	447	3		1	
Wareham, Mass.		3	3	400	14			
Warren, R. I.	1		1	95		8,000		
Westport, Mass.	4		4	777	2,137	5,306	3	
Total	156	26	182	68,832	123,717	1,038,450	369	53
1862.								
Beverly, Mass.				335	40			
Boston, Mass.	5	4	9	1,612	3,657			
Cold Spring, N. Y.	1		1					
Dartmouth, Mass.	2		2	80	2,123	1,100		
Edgartown, Mass.	4		4	961	800			
Fairhaven, Mass.	6	1	7	3,947	4,579	11,800	8	
Falmouth, Mass.				3,466	4,048	19,800	13	5
Fall River, Mass.								
Holmes' Hole, Mass.	1		1	15				
Mattapoisett, Mass.	1		1	705				
Mystic, Conn.	4	1	5	838	947			
Total	35	6	41	12,948	19,947		22	5
1863.								
Beverly, Mass.								
Boston, Mass.								
Cold Spring, N. Y.								
Dartmouth, Mass.								
Edgartown, Mass.								
Fairhaven, Mass.								
Falmouth, Mass.								
Fall River, Mass.								
Holmes' Hole, Mass.								
Mattapoisett, Mass.								
Mystic, Conn.								

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	1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K.—Synopsis of importation, by ports, from 1864 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
1864—Continued.									
New London, Conn.	13	4	6	915	8,091	149,900	11	13	5,376
New York, N. Y.	114	6	20	2,101	12,935	262,550			2,690
Provincetown, Mass.	1	13	14	1,850	1,743	2,400		23	2,007
Sag Harbor, N. Y.	3		3	1,133	1,505	3,700	8		1,159
Salem, Mass.		1	1	90	50			1	321
Sippican, Mass.		1	1	155	9			2	351
Waite, R. I.							1		351
Westport, Mass.	4		4	2,941	38		10		2,497
Total	119	32	151	64,378	71,863	760,450	287	49	79,690
1865.									
Beverly, Mass.		3	3	67	101			2	238
Boston, Mass.	8	4	12	2,479	2,353	94,250		4	418
Dartmouth, Mass.							3		901
Edgartown, Mass.	1		1	687			6		2,288
Fairhaven, Mass.	1	3	4	959	398	7,500	4		1,437
Holmes' Hole, Mass.	1	1	2						
Nantucket, Mass.	4	1	5	3,469	843	3,100	1	1	269
New Bedford, Mass.	57		57	21,924	51,693	276,450	161	3	50,403
New London, Conn.	5	5	10	53	8,569	56,900	8	12	4,153
New York, N. Y.	10	11	21	2,188	8,643	71,900			
Provincetown, Mass.	21	21	42	2,758	2,298	6,550		33	4,020
Sag Harbor, N. Y.	1		1		70		7		2,007
Salem, Mass.		1	1	955	2			1	2,294
Sippican, Mass.		1	1	432	369			2	232
Westport, Mass.	2		2						1,856
Total	90	49	139	33,943	76,933	619,350	199	64	68,536
1866.									
Beverly, Mass.		2	2	289	194			2	238
Boston, Mass.	11	5	16	4,183	4,231	114,050		6	1,013
Dartmouth, Mass.	2		2	673	956	15,400	2	1	401
Edgartown, Mass.	2		2	407	2,596		6		2,245
Fairhaven, Mass.	1	2	3	446	101	90,000	5	4	1,069
Orton, Conn.									
Provincetown, Mass.		3	3					1	148
Marion, N. Mass.		1	1					4	407
Nantucket, Mass.		1	1	119				2	1,055
New Bedford, Mass.	36		36	21,345	41,513	394,100	170	5	53,798
Newbury port, Mass.			40					5	515

New London, Conn.	2	4	116	35	5,190	41,950	9	13	4,337
New York, N. Y.	94	11	125	2,832	12,361	386,375	1	46	5,351
Provincetown, Mass.	2	31	31	3,053	3,073	4,000	7	2	1,334
Sag Harbor, N. Y.	2	1	3	395	31	437	1	1	1,436
Salem, Mass.	1	1	1	137	31	437	1	1	117
Stipoon, Mass.	1	1	1	587	437	437	1	1	135
Tisbury, Mass.	1	1	1	587	437	437	1	1	1,710
Wellfleet, Mass.	3	1	3	2,092	394	500	9	90	75,348
Westport, Mass.	3	1	3	2,092	394	500	9	90	75,348
Total	85	63	148	36,563	74,302	930,375	223	223	1,909
1867.									
Beverly, Mass.	6	1	1	25	689	1,087	9	1	143
Boston, Mass.	5	5	111	4,310	3	1,087	9	9	1,590
Dartmouth, Mass.	1	1	1	35	1,155	41,350	7	1	2,458
Edgartown, Mass.	1	1	1	100	824	7,800	4	9	1,945
Fairhaven, Mass.	1	1	1	100	824	7,800	4	9	1,945
Groton, Conn.	1	1	1	401	8	8,600	5	4	407
Marion, Mass.	1	1	1	401	8	8,600	5	4	1,154
Nantucket, Mass.	55	7	63	94,558	72,108	721,146	176	5	52,659
New Bedford, Mass.	21	5	7	30	5,746	30,371	8	11	3,825
New London, Conn.	91	13	113	6,732	4,403	193,088	2	54	4,775
Provincetown, Mass.	3	38	38	3,475	9,887	3,135	5	2	1,540
Sag Harbor, N. Y.	1	1	2	801	1,310	8,900	2	2	1,671
Salem, Mass.	1	1	2	112	1,140	1,000	2	1	117
Tisbury, Mass.	1	1	1	293	2	990	10	1	1,335
Wellfleet, Mass.	5	1	5	2,615	394	990	10	1	1,909
Westport, Mass.	5	1	5	2,615	394	990	10	1	1,909
Total	94	78	170	47,433	89,829	1,001,397	223	106	74,544
1868.									
Beverly, Mass.	3	1	1	190	432	432	1	1	143
Boston, Mass.	5	5	116	2,724	4	432	1	9	1,145
Dartmouth, Mass.	1	1	1	35	1,155	41,350	7	1	2,458
Edgartown, Mass.	1	1	1	100	824	7,800	4	9	1,945
Fairhaven, Mass.	1	1	1	100	824	7,800	4	9	1,945
Groton, Conn.	1	1	1	401	8	8,600	5	4	407
Marion, Mass.	1	1	1	401	8	8,600	5	4	1,154
Nantucket, Mass.	55	7	63	94,558	72,108	721,146	176	5	52,659
New Bedford, Mass.	21	5	7	30	5,746	30,371	8	11	3,825
New London, Conn.	91	13	113	6,732	4,403	193,088	2	54	4,775
Provincetown, Mass.	3	38	38	3,475	9,887	3,135	5	2	1,540
Sag Harbor, N. Y.	1	1	2	801	1,310	8,900	2	2	1,671
Salem, Mass.	1	1	2	112	1,140	1,000	2	1	117
Tisbury, Mass.	1	1	1	293	2	990	10	1	1,335
Wellfleet, Mass.	5	1	5	2,615	394	990	10	1	1,909
Westport, Mass.	5	1	5	2,615	394	990	10	1	1,909
Total	94	78	170	47,433	89,829	1,001,397	223	106	74,544
Beverly, Mass.	3	1	1	190	432	432	1	1	143
Boston, Mass.	5	5	116	2,724	4	432	1	9	1,145
Dartmouth, Mass.	1	1	1	35	1,155	41,350	7	1	2,458
Edgartown, Mass.	1	1	1	100	824	7,800	4	9	1,945
Fairhaven, Mass.	1	1	1	100	824	7,800	4	9	1,945
Groton, Conn.	1	1	1	401	8	8,600	5	4	407
Marion, Mass.	1	1	1	401	8	8,600	5	4	1,154
Nantucket, Mass.	55	7	63	94,558	72,108	721,146	176	5	52,659
New Bedford, Mass.	21	5	7	30	5,746	30,371	8	11	3,825
New London, Conn.	91	13	113	6,732	4,403	193,088	2	54	4,775
Provincetown, Mass.	3	38	38	3,475	9,887	3,135	5	2	1,540
Sag Harbor, N. Y.	1	1	2	801	1,310	8,900	2	2	1,671
Salem, Mass.	1	1	2	112	1,140	1,000	2	1	117
Tisbury, Mass.	1	1	1	293	2	990	10	1	1,335
Wellfleet, Mass.	5	1	5	2,615	394	990	10	1	1,909
Westport, Mass.	5	1	5	2,615	394	990	10	1	1,909
Total	94	78	170	47,433	89,829	1,001,397	223	106	74,544

¶ Name changed from Slipcan
 ¶ Of these all the ships and barks
 ¶ All but 3 (brigs and schooners)

¶ Six of these were freighters.
 ¶ One schooner was a freighter.
 ¶ All freighters but one.

¶ All these, save 3 schooners, were freighters.
 ¶ Eight ships and barks were freighters.
 ¶ Of these 12 of the ships and barks and 5 schooners were freighters.

¶ Two vessels were freighters.
 ¶ All freighters.
 ¶ All freighters except one schooner.
 ¶ Of these 12 of the ships and barks and 5 schooners were freighters.

¶ Eight ships and barks and 3 brigs and schooners were freighters.
 ¶ All freighters.
 ¶ All freighters except one schooner.
 ¶ Of these 12 of the ships and barks and 5 schooners were freighters.

K.—Synopsis of importation, by ports, from 1804 to 1877—Continued.

Port of departure.	Nature and number of vessels returning.			Importation.			Tonnage.	
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.
1868—Continued.								
Provincetown, Mass.		34	34	Bbls. 2,098	Bbls. 1,594	Lbs.		54
Sag Harbor, N. Y.	1		1	315	6		3	3
Salem, Mass.		1	1				3	3
San Francisco, Cal.							3	3
Tisbury, Mass.		1	1	908				1
Wellfleet, Mass.								1
Westport, Mass.	1		1	393	30		10	
Total	84	84	168	47,174	63,575	900,450	923	113
1869.								
Beverly, Mass.								1
Boston, Mass.								8
Dartmouth, Mass.	7		7	4,548	301	4,400		1
Edgartown, Mass.								1
Fairhaven, Mass.	1		1	38	1,084	9,080	3	
Groton, Conn.	2		2	839	1,480		7	
Marion, Mass.							4	
Nantucket, Mass.								1
New Bedford, Mass.								4
Newburyport, Mass.	53		53	22,573	54,966	471,685	173	
New York, N. Y.	1		1	83				4
New York, N. Y.	2		2	6,953	17,993			11
Provincetown, Mass.	28	15	43	6,451	13,923	16,370	4	
Sag Harbor, N. Y.	1	29	30	2,799	3,344	2,930		49
Salem, Mass.								3
San Francisco, Cal.	1		1	45	1,667	31,336	1	3
Tisbury, Mass.								3
Wellfleet, Mass.		1	1	360	25			1
Westport, Mass.								1
Total	95	60	155	47,936	86,011	603,603	918	103
1870.								
Beverly, Mass.								1
Boston, Mass.		1	1	100				7
Dartmouth, Mass.				4,301	1,946			1
Edgartown, Mass.								
Fairhaven, Mass.				578				
Marion, Mass.		2	2	919	317			4
Total		4	4	543	6			6
1871.								
Beverly, Mass.								1
Boston, Mass.								7
Dartmouth, Mass.								1
Edgartown, Mass.								
Fairhaven, Mass.								
Marion, Mass.								
Total								

1871.									
Nantucket, Mass.	1	56	3	503	10	560,861	5	1	1,118
New Bedford, Mass.	3	159	3	42,886	49,863		171	5	50,813
Newburyport, Mass.	3	3	3	181	180				
New London, Conn.	30			1,813	10,388	25,909	11	11	4,358
New York, N. Y.	33	130	4	1,813	5,757	47,185	2	1	650
Provincetown, Mass.	1	33	33	2,540	3,058			97	2,545
Sag Harbor, N. Y.	1		1	450			1	2	540
Salem, Mass.	5	**6	1		4,013	66,000	1	2	496
San Francisco, Cal.	2	1	1	950	150		4	4	2,015
Tisbury, Mass.	2	2	2	919	7		9	1	1,117
Westport, Mass.	91	53	144	55,183	72,091	706,365	316	78	69,373
Total									
1871.									
Beverly, Mass.	4	8	112	4,168	628			1	143
Boston, Mass.	1	1	1	93	1,418	17,509	2	6	596
Dartmouth, Mass.	1	1	1	109	135		3	9	443
Edgartown, Mass.	1	1	1	325	341	760		9	1,993
Fairhaven, Mass.	1	1	1					9	1,097
Marion, Mass.	1	1	1					9	1,173
Nantucket, Mass.	53	156	156	30,654	58,710	1,560,993	138	531	531
New Bedford, Mass.	7	9	9	1,181	8,459	12,500	9	10	40,045
New London, Conn.	17	3	3	1,930	6,960	2,500	1	1	3,576
New York, N. Y.	17	17	17	2,094	1,897			16	3,398
Provincetown, Mass.	1	1	1	235	310			9	1,447
S. F. Harbor, N. Y.	1	1	1	1,231	4		1	2	1,325
Salem, Mass.	3	3	3	600			9	3	915
San Francisco, Cal.	3	3	3		40	400		3	617
Westport, Mass.	88	40	126	41,534	75,152	600,855	171		1,781
Total									
1872.									
Beverly, Mass.	3	7	1	150				1	143
Boston, Mass.	1	1	1	2,409	807			5	503
Dartmouth, Mass.	2	2	2	1,011	1,498	6,600	3		443
Edgartown, Mass.	2	2	2	189	7		3	2	844
Fairhaven, Mass.	1	1	1					3	827
Marion, Mass.	1	1	1					3	859
Nantucket, Mass.	30	33	33	33,021	15,573	177,868	125	3	158
New Bedford, Mass.	2	2	2	40	5,672	8,000	9	5	36,686
New London, Conn.	28	17	17	4,441	5,441	1,325	1	11	3,003
New York, N. Y.	13	13	13	1,378	1,379			2	1,467
Provincetown, Mass.	13	13	13					19	1,661
Sag Harbor, N. Y.								2	1,385

* Eight freighters. † Twelve freighters. ‡ Two freighters. § Forty-two freighters. || All but 1 bark were freighters. ¶ All but 1 schooner freighter. †† Four ships and barks freighters; a large amount of bone came by rail from San Francisco. ‡‡ One schooner freighter. §§ All freighters. |||| All but three freighters. ¶¶ Two ships and barks were freighters. ††† All but 1 schooner freighter. †††† Two ships and barks and 4 brigs and schooners were freighters; 66,000 pounds of bone came by railroad from San Francisco. ††††† All but 1 schooner freighter.

1875-†

Boston, Mass.	7	6	13	3,106	417	.....	1	6	799
Dartmouth, Mass.	.....	.....	.....	.....	.....	.....	2	.....	443
Edgartown, Mass.	1	3	1	148	.....	.....	2	.....	333
Falhaven, Mass.	.....	3	3	617	630	.....	.....	2	156
Marion, Mass.	.....	.....	.....	218	.....	.....	.....	2	176
New Bedford, Mass.	41	13	53	34,430	95,067	359,973	110	6	31,691
New London, Conn.	.....	4	4	.....	2,092	1,660	2	11	2,390
New York, N. Y.	13	9	15	2,119	4,185	1,425	1	.....	1,159
Provincetown, Mass.	.....	10	10	1,671	1,066	.....	.....	19	1,904
San Francisco, Cal.	2	.....	2	315	1,200	10,045	1	.....	945
Westport, Mass.	.....	.....	.....	.....	.....	.....	3	.....	771
Total	65	38	103	42,617	35,594	372,303	123	46	38,883

1876-†

Boston, Mass.	4	3	7	3,013	.....	.....	2	6	648
Dartmouth, Mass.	.....	.....	.....	.....	.....	.....	3	.....	443
Edgartown, Mass.	.....	.....	.....	.....	.....	.....	.....	.....	654
Falhaven, Mass.	.....	1	.....	71	.....	.....	.....	2	156
Marion, Mass.	.....	2	1	173	32	.....	.....	2	176
New Bedford, Mass.	37	18	55	30,324	90,535	93,464	108	10	30,465
New London, Conn.	.....	3	3	50	4,374	24,744	2	10	1,851
New York, N. Y.	23	2	25	5,156	6,640	22,000	1	.....	1,152
Provincetown, Mass.	.....	7	7	1,114	764	.....	.....	21	2,027
San Francisco, Cal.	2	.....	2	.....	675	10,400	2	.....	505
Westport, Mass.	.....	.....	.....	.....	.....	.....	3	.....	771
Total	69	35	104	39,811	33,010	150,628	121	51	37,868

* All freighters. † Six ships and barks, and three schooners were freighters. ‡ Five ships and barks, and one schooner freighters. § Five ships and barks freighters; 255,275 pounds of bone arrived by rail from San Francisco. || All the New York vessels, and a part of those at Boston and New Bedford, were freighters. Of late years many whalers belonging to Westport, Marion, Provincetown, and Boston have discharged at New Bedford, and the cargoes are credited to that port. ¶ All the New York vessels, most of those at Boston and part of those at New Bedford and San Francisco, were freighters.

L.—Table of exports from the United States—the products of the whale fishery.
 [Compiled from Pitkin's Statistics and Reports of the Treasurer of the United States.]

Year.	Spermaceti- oil.	Value.	Whale and other fish oils.	Value.	Whalebone.	Spermaceti- candles.	Value.	Sperma- ceti.	Value.	Gross value.
	Gallons.		Gallons.		Pounds.	Pounds.		Pounds.		
1791	134,595		447,323		134,899	182,400				
1793	436,423		119,723		154,407	157,520				
1794	513,780		78,534		292,630	225,600				
1795	1,000,906		55,053		354,617	314,960				
1796	810,334		64,325		410,664	240,780				
1797	1,176,650		59,797		303,314	231,903				
1798	562,465		38,931		452,137	130,438				
1799	198,758		700,049		63,805	144,149				
1800	114,264		490,949		60,553	240,301				
1801	981,763		904,468		24,536	161,381				
1802	91,684		315,523		53,106	930,666				
1803	38,470		379,976		60,334	135,637				
1804	46,964	\$175,070	650,535	\$280,000	96,892	238,014				\$455,000
1805	5,550	310,000	646,505	310,000	134,066	127,003				380,000
1806	73,634	163,000	626,089	315,000	81,332	190,535				472,000
1807	42,785	183,000	696,823	418,000	50,504	904,789				600,000
1808	41,339	140,000	932,707	478,000	104,653	178,139				606,000
1809	61,612	33,000	198,019	169,000	8,669	45,130				191,000
1810	51,071	136,000	444,982	169,000	8,895	914,444				303,000
1811	63,910	132,000	544,734	895,000	49,843	187,190				325,000
1812	136,949	973,000	196,466	78,000	30,748	827,094				351,000
1813	63,216	141,000	106,369	5,500	6,128	137,598				197,000
1814			4,837	2,000		30,523				13,000
1815		143,000		57,000		21,184				10,000
September 30, 1815, to October 1, 1816	2,756	39,000	177,810	116,000		101,910				175,000
September 30, 1816, to October 1, 1817	11,300	11,300	460,868	920,444		210,949				343,446
September 30, 1817, to October 1, 1818	908,467	150,350	696,552	482,136	3,668	365,133	\$734		100,970	788,371
September 30, 1818, to October 1, 1819	73,360	53,300	860,119	430,056	9,300	169,919	804		76,463	562,843
September 30, 1819, to October 1, 1820	9,307	6,960	1,062,094	631,047	8,038	967,177	5,040		106,871	749,938
September 30, 1820, to October 1, 1821	7,250	5,340	1,062,094	346,991	16,349	494,959	1,489		169,777	535,597
September 30, 1821, to October 1, 1822	7,610	6,060	990,325	311,415		269,925			151,906	408,701
September 30, 1822, to October 1, 1823	14,353	8,972	1,453,196	415,713	86,474	749,973	16,402		914,357	653,494
September 30, 1823, to October 1, 1824	32,578	10,500	1,351,896	398,708	60,693	698,181	9,306		157,773	474,966
September 30, 1824, to October 1, 1825	30,548	17,679	1,072,615	950,900	914,092	46,925	617,078		904,198	510,909
September 30, 1825, to October 1, 1826	35,598	83,517	652,401	183,343	186,709	53,508	886,920		998,104	544,460
September 30, 1826, to October 1, 1827	78,661	48,900	461,180	142,648	241,085	80,056	316,081		367,885	387,885
September 30, 1827, to October 1, 1828	907,976	190,669	468,468	140,379	100,128	40,991	904,597		957,317	849,039
September 30, 1828, to October 1, 1829	140,341	92,534	1,367,963	358,590	494,345	136,341	1,055,906		981,315	949,337
September 30, 1829, to October 1, 1830	58,814	26,018	1,531,190	567,306	40,919	119,337	1,049,941		940,993	968,593
September 30, 1830, to October 1, 1831	78,159	53,590	1,637,534	554,440	565,926	133,443	847,364		217,630	929,638
September 30, 1831, to October 1, 1832	46,912	26,161	3,405,913	1,000,788	1,044,237	186,595	859,860		967,333	1,501,817

September 30, 1839, to October 1, 1833	50,398	48,589	3,993,873	994,810	1,983,176	185,399	905,318	959,453	1,419,179
September 30, 1833, to October 1, 1834	60,935	50,046	9,817,341	773,619	873,973	109,434	905,318	959,453	1,917,619
September 30, 1834, to October 1, 1835	63,397	58,531	9,817,341	773,619	873,973	109,434	905,318	959,453	1,917,619
September 30, 1835, to October 1, 1836	115,143	119,737	2,364,285	1,049,466	1,191,509	924,693	1,018,539	994,510	1,694,168
September 30, 1836, to October 1, 1837	117,004	131,875	2,364,285	1,049,466	1,191,509	924,693	1,018,539	994,510	1,941,619
September 30, 1837, to October 1, 1838	168,047	167,016	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	1,967,431
September 30, 1838, to October 1, 1839	168,047	167,016	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	1,967,431
September 30, 1839, to October 1, 1840	434,663	430,440	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,478,908
September 30, 1840, to October 1, 1841	340,363	341,360	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
September 30, 1841, to October 1, 1842	477,761	393,114	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
October 1, 1842, to July 1, 1843	477,761	393,114	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1843, to July 1, 1844	431,317	344,030	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1844, to July 1, 1845	1,054,301	975,135	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1845, to July 1, 1846	772,019	697,710	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1846, to July 1, 1847	705,793	738,536	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1847, to July 1, 1848	906,451	905,451	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1848, to July 1, 1849	955,817	973,733	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1849, to July 1, 1850	783,743	783,743	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1850, to July 1, 1851	905,719	905,719	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1851, to July 1, 1852	945,763	945,763	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1852, to July 1, 1853	1,131,088	1,131,088	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1853, to July 1, 1854	947,335	947,335	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1854, to July 1, 1855	958,744	958,744	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1855, to July 1, 1856	540,784	540,784	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1856, to July 1, 1857	819,081	819,081	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1857, to July 1, 1858	898,823	898,823	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1858, to July 1, 1859	1,341,025	1,341,025	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1859, to July 1, 1860	1,335,738	1,335,738	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1860, to July 1, 1861	1,518,457	1,518,457	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1861, to July 1, 1862	739,477	739,477	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1862, to July 1, 1863	1,034,794	1,034,794	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1863, to July 1, 1864	851,066	851,066	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1864, to July 1, 1865	700,198	700,198	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1865, to July 1, 1866	510,978	510,978	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1866, to July 1, 1867	570,884	570,884	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1867, to July 1, 1868	662,570	662,570	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1868, to July 1, 1869	717,173	717,173	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1869, to July 1, 1870	499,787	499,787	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1870, to July 1, 1871	530,568	530,568	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1871, to July 1, 1872	603,674	603,674	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1872, to July 1, 1873	750,308	750,308	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1873, to July 1, 1874	807,991	807,991	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1874, to July 1, 1875	847,014	847,014	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
July 1, 1875, to July 1, 1876	892,703	892,703	4,844,976	1,554,775	1,644,570	1,324,458	1,071,569	1,040,531	2,693,084
Totals	35,399,785	41,733,451	105,800,474	41,533,473	54,967,900	23,740,345	33,395,056	9,068,516	116,948,558

* From 1863 to 1817 the values of sperm oil and candles are aggregated, as also are those of whale oil and bone.

† Spermaceet and spermacet-candles are aggregated in reports for this year.

‡ Including paraffine.

§ Also "whale-foots," worth \$6,990.

|| Including wax.

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M.—Table of tonnage of vessels engaged in the whale fishery.

[From the Report of the Secretary of the Treasury, 1817.]

Year.	Tonnage.	Year.	Tonnage.	Year.	Tonnage.
1794	4, 139	1802	580	1809	573
1795	3, 163	1803	1, 143	1810	339
1796	2, 364	1804	323	1811	54
1797	1, 104	1805	696	1812	945
1798	763	1806	729	1813	78
1799	592	1807	907	1814	562
1800	652	1808	724	1815	1, 230
1801	736				

Special table of tonnage of vessels engaged in the whale fishery.

[From the Report of the Secretary of the Treasury, 1854.*]

Year.	Registered.	Enrolled.	Year.	Registered.	Enrolled.
1818	16, 135	615	1829	57, 284	.....
1819	31, 700	666	1830	36, 912	793
1820	35, 391	1, 054	1831	82, 316	461
1821	26, 071	1, 994	1832	72, 609	578
1822	45, 449	3, 134	1833	101, 156	418
1823	39, 918	585	1834	106, 060	364
1824	33, 166	180	1835	97, 640	.....
1825	35, 379	.....	1836	144, 661	1, 513
1826	41, 757	237	1837	127, 242	1, 885
1827	45, 653	329	1838	119, 630	5, 230
1828	54, 621	180			

Special table of the whaling interest of New Bedford and Fairhaven.

[From Hazard's Register.]

Year.	Barks and ships.	Tons.	Year.	Barks and ships.	Tons.
1820	94	97, 475	1834	171	54, 436
1830	116	35, 909	1835	178	56, 530
1831	146	45, 102	1836	208	64, 390
1832	150	50, 068	1837	205	62, 813
1833	178	56, 352	1838	213	63, 963

* These tables are hardly accurate enough to show the extent of the business. Thus, at the close of 1815, Nantucket had at least 8,300 tons of shipping engaged in whaling; New Bedford district, 9,200; Hudson, N. Y., 250; Sag Harbor, N. Y., 750—in all, about 11,500 tons. In 1818 there were at least 16,000 tons.

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- Ardent, *brig*, 244.* (See Provincetown.)
- Afton, *bark*, 488.*
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- America, *ship*, 260,* 286; *bark*, 292, 330,* 352, 370.*
- America, *bark*, 352.

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- Atlantic, *ship*, 304,* 314, 322, 342, 360, 370, 382, 396.*

COLD SPRING, N. Y.:

- Alice, *bark*, 416,* 442, 466, 490, 520.

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- A. R. Tucker, *bark*, 484,* 506, 550. (See New Bedford.)

EDGARTOWN, MASS.:

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- Almira, *ship*, 244, 252, 264, 280,* 300, 336, 358, 400, 446, 484, 530, 562, 600, 632.
- Athalin, *ship*, 358, 368,* 384.*
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- American, *ship*, 606* ; *bark*, 554.*

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- Addison, *ship*, 298, 308.* (See New Bedford.)
- Ansell Gibbs, *ship*, 316,* 354, 400, 424, 462, 516, 576.*
- Alto, *bark*, 324, 346, 366,* 582,* 598. (See New Bedford.)
- Acushnet, *ship*, 376,* 424,* 454.*
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- Arctic, *ship*, 470,* 516,* 538.*
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FALL RIVER, MASS.:

- Ann Maria, *brig*, 330, 338, 348, 372,* 380, 402, 428.*
- Aerial, *bark*, 488,* 500, 510.*
- A. Houghton, *bark*, 510,* 556.*

FALMOUTH, MASS.:

- Awashonks, *ship*, 278,* 302,* 330, 366, 454,* 486,* 518.*

GREENPORT, N. Y.:

- Armida, *schooner*, 512.*

HOLMES'S HOLE, MASS.:

- America, *bark*, 570, 590.* (From Mattapoisett.)

* Signifies that a marginal note accompanies the record of the vessel.

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Ann, *ship*, 260,* 278, 298, 336.*
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Atlantic, *ship*, 264, 270, 290, 326, 400, 472, 564.*
Alexander Coffin, *ship*, 290,* 326, 366.* (See New Bedford.)
Alpha, *ship*, 308,* 346, 390,* 438,* 472, 528, 578.*
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 Arnolda, *ship*, 408,* 452, 492, 522, 556, 592, 616; *bark*, 642, 654.
 Abraham H. Howland, *ship*, 420,* 452, 476.*
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 Alfred Gibbs, *ship*, 476,* 512, 566, 602; *bark*, 636.*
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 Afton, *bark*, 500,* 532, 558.*
 A. R. Tucker, *bark*, 580, 596, 602, 624, 638, 648, 654. (From Dartmouth.)
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 Amie Ann, *bark*, 630.*
 Abbie Bradford, *schooner*, 642,* 648,* 654. (From Nantucket.)
 Abbott Lawrence, *brig*, 650.*
 Acors Barna, *bark*, 650.* (From New London.)
 A. Houghton, *bark*, 654.*
 Amelia, *schooner*, 654.
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NEW LONDON, CONN.:

- Ann Maria, *ship*, 244, 254, 270, 272, 280, 294, 302, 310, 320,* 338, 358, 376.
 Armata, *ship*, 294, 328,* 348, 368, 394, 416, 440, 466.*
 Aeronaut, *ship*, 302, 304.
 Atlas, *ship*, 320, 376.*
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 Alert, *ship*, 404,* 430, 448, 474, 510; *bark*, 542, 564, 580, 590.*
 Atlantic, *ship*, 430.*
 Atlas, *schooner*, 448,* 466, 488, 542.*
 Amaret, *brig*, 510,* 520,* 542, 554,* 572.*
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 Arab, *bark*, 590,* 600, 608.*
 Actor, *schooner*, 596.*
 Acorn Barns, *bark*, 616,* 644.* (See New Bedford.)

NEWPORT, R. I.:

Alliance, *ship*, 246, 256,* 270.
 Atlas, *ship*, 250, 254.
 Audley Clarke, *ship*, 302,* 338, 368,* 428.*
 Antelope, *bark*, 488,* 532.*
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NEW YORK, N. Y.:

Atlas, *ship*, 260,* 264,* 268.*
 Athenian, *brig*, 230.*
 Autumn, *bark*, 384, 404.
 Addison, *bark*, 624, 634.*
 A. B. Cook, *brig*, 630.*

NEWBURYPORT, MASS.:

Adeline, *ship*, (?) 302.

NORWICH, CONN.:

Atlas, *ship*, 312,* 332,* 340.*

PLYMOUTH, MASS.:

Arabella, *ship*, 310, 330.*

PORTSMOUTH, N. H.:

Ann Parry, *ship*, 292, 306,* 342, 352, 392,* 434.*

PROVINCETOWN, MASS.:

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 Amazon, *schooner*, 390.
 Allstrum, *schooner*, 464.
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 Antares, *schooner*, 486,* 498, 506, 520, 542, 564, 580, 584, 594, 606, 620, 638, 644, 646, 650, 654, 656.
 Alleghany, *schooner*, 498,* 506, 518, 530, 542, 554, 564, 572, 580, 584, 588, 594, 600, 606, 614, 620, 626, 634, 638.*
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 A. L. Putnam, *schooner*, 614,* 620, 626.*
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 Allegro, *schooner*, 614.*
 Ada M. Dyer, *schooner*, 614,* 620, 628, 638, 640, 644.*
 Albert Clarence, *schooner*, 620, 628.*
 Alice B. Dyer, *schooner*, 620,* 628,* 634.
 Agate, *schooner*, 634,* 640, 644, 646, 650, 652.
 A. Nickerson, *schooner*, 472,* 487.*

SAG HARBOR, N. Y.:

America, *brig*, 180.
 Abigail, *ship*, 200, 202, 210, (two places,) 224, 230, 234, 240.
 Alknomiac, *ship*, 204, 206, 208, 210.
 Abby, *ship*, 214.
 Argonaut, *ship*, 218, 224, 230, 234, 246, 248, 252, 260, 264, 268, 274, 286.
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 Arabella, *ship*, 264, 286, 304, 340, 360, 382, 418, 450.*
 American, *ship*, 264, 268, 274, 294, 312, 318, 328, 348, 370; *bark*, 396, 406, 432.*
 Acasta, *ship*, 286, 294, 304, 312, 318,* 328, 340, 348, 370, 382, 396, 418, 450.*
 Ann, *ship*, 294, 304, 312, 318, 328, 340, 348, 360, 382, 406, 442; *bark*, 476, 512, 532.*
 Alclope, *ship*, 396,* 418.*
 Ann Mary Ann, *ship*, 396,* 432.
 Alexander, *ship*, 406.*
 Augusta, *bark*, 556.*

SANDWICH, MASS. :

Amelia, schooner, 486, 498; *brig*, 506,* 518, 530.*

STONINGTON, CONN. :

Acasta, ship, 270, 274, 294, 304, 312, 322, 340, 358.

America, ship, 394,* 416.*

Autumn, bark, 430.*

SAN FRANCISCO, CAL. :

Aquetnet, ship, 498, 512.

TIVERTON, R. I. :

Amstel, brig, 246.

WAREHAM, MASS. :

America, brig, 380,* 390, 414.*

WARREN, R. I. :

Atlantic, ship, 294, 302, 310, 330.

Atlas, brig, 320, 330, 338.*

WESTPORT, MASS. :

Almy, brig, 234, 238, 244, 254, 260. (See New Bedford.

Amstead, (or-stel.) brig, 335.

Aurora, bark, 538; *ship*, 582.*

Andrew Hicks, bark, 620,* 644,* 656.

BOSTON, MASS. :

Betsy, schooner, 180, (2 places.)

Betsy, schooner, 190, 194.

Beverly, ship, 234, 260.*

Byron, brig, 392.*

BEVERLY, MASS. :

Benjamin Franklin, brig, 474,* 500, 508, 530.* (See Fall River.)

BRISTOL, R. I. :

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Balsana, ship, 292.

Bowditch, ship, 292, 330.*

COLD SPRING, N. Y. :

Barclay, bark, 362.

DARTMOUTH, MASS. :

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Branswick, ship, 484,* 506,* 538, 570.* (See New Bedford and Providence.)

Benjamin Cummings, bark, 516,* 570.* (See New Bedford.)

Brighton, bark, 528.*

EAST HADDAM, CONN. :

Bruce, bark, 332, 342, 350.* (See Fairhaven.)

FAIRHAVEN, MASS. :

Benezet, bark, 346, 366.*

Bruce, bark, 354,* 366, 388, 412, 454, 482, 516.* (See East Haddam.)

Baltic, ship, 400.*

Belle, bark, 412,* (see note wrongly credited to Albion,) 506, 552.*

FALMOUTH, MASS. :

Brunette, bark, 286, 308, 322, 336, 348, 366,* 388.*

Bartholomew Gosnold, ship, 292,* 296, 330, 368.* (See New Bedford.)

FALL RIVER, MASS. :

Benjamin Franklin, bark, 542,* 556, 562, 578.* (From Beverly; see New Bedford.)

GREENPORT, N. Y. :

Bayard, ship, 322,* 340, 360, 372, 382, 404, 432, 466, 512.

HUDSON, N. Y. :

Beaver, ship, 294, 304, 332, 368.

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MATTAPOISETT, OR ROCHESTER, MASS. :

Brewster, *ship*, 552, * 578.* (See New Bedford.)

MYSTIC, CONN. :

Bingham, *ship*, 294, 312, * 360, 372, 394, 440.*

Blackstone, *ship*, 312, 322, 340, 360, 382, 406, 432.*

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Beaver, *ship*, 186, 187, 188, 192, (2 places.)

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Boston, *ship*, 198, 202, 206, 210, 212, 216, 218, 224, 230, 242.*

Betsy, *schooner*, 198, 200, 212.

Belvidere, *ship*, 198, 202, 206.

Belvidere, *brig*, 216, 218.

Betsy, *brig*, 218, 222, 224.

Doniff, *brig*, 218.*

Barclay, *ship*, 228, * 242, 250, 254, 258, 278, 284, 290, 318, 356, 400, 446, 498.*

Belvidere, *schooner*, 242.

Haltic, *ship*, 264, * 284, 318, 356.*

B. Colcord, *bark*, 612.*

Bohio, *bark*, 626.*

NEW BEDFORD, MASS. :

Betsy, *schooner*, 188, 194, 202.

Beaver, 190, (2 places,) 193, 194.

Berkeley, *ship*, (probably the Barclay, which see.) 192.

Barclay, *ship*, 194, 196, * 197, 198, * 200, 206, 210, 214, 218, 226, 238, 250, 260, 280, * 306, 344, 362, 396, * 408, 466, 492, 512.*

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Balena, *ship*, 226, * 238, 250, 254, 266, 274, 306, 332, 372, 420, 460, 500, 558.* (See Sag Harbor.)

Bourbon, *ship*, 242, * 248.*

Benezet, *brig*, 248.

Braganza, *ship*, 274, 306, 362, 396, 434, 466, 512; *bark*, 566.*

Brandt, *ship*, 274, 280, 288, 296, 314, 332, 344, 352, 396, 434, 460, 500.*

Bramin, *bark*, 280, 288, 324, 362, 372, * 420, 442, 476.*

Brighton, *ship*, 280, * 314, 386, 408, 442, 466.*

Benezet, *bark*, 296. (See Fairhaven.)

Benjamin Tucker, *ship*, 352, 396, 434, 460, 476, 522, * 566, * 580.*

Bogota, *brig*, 362, * 386.*

Brunswick, *ship*, 396, 434, 452, * 584.* (See Dartmouth and Providence.)

Bevis, *bark*, 466, * 500, 534.*

Bartholomew Gosnold, *ship*, 408, * 442, * 476, 512, * 558, 584, 610; *bark*, 638, 654. (From Falmouth.)

Baltic, *bark*, 476, * 522.*

Barnstable, *ship*, 476, * 522; *bark*, 574.*

Brutus, *ship*, 574.* (From Warren.)

Betsy Williams, *ship*, 512.*

Byron, *bark*, 522.*

Black Eagle, *bark*, 574, * 584, 596, 610, 624.* (From Sag Harbor.)

Benjamin Franklin, *bark*, 592, * 610.* (From Fall River.)

Brewster, *bark*, 592, * 610. (From Mattapoisett.)

Benjamin Cummings, *bark*, 610, * 638, 650.* (From Dartmouth.)

Bounding Billow, *bark*, 654.*

NEW LONDON, CONN. :

Boston, *ship*, 294, * 302, 320, 338, 368, 378.*

Bingham, *ship*, 310, 328, 348.*

Betsy, *brig*, 294.

Betsy, *schooner*, 368, 394, 416.

Black Warrior, *ship*, 394, * 430, 448, 466, 498.*

Benjamin Morgan, *ship*, 404, 440, 458, 488, 542.*

Bengal, *ship*, 416, * 448, 474.* (From Salem; see ship Northwest.)

Brooklyn, *ship*, 430, 458, 488, 544.*

NEWPORT, R. I. :

Benjamin D. Wolf, *schooner*, 362.

PROVIDENCE, R. I. :

Brunswick, *ship*, 310,* 332, 338, 362, 380.* (See Dartmouth and New Bedford.)
 Bowditch, *ship*, 362,* 380, 402.*
 Balance, *ship*, 380.

PROVINCETOWN, MASS. :

Belle Isle, *schooner*, 378, 390, 414, 428, 438, 448, 456, 464, 472, 486.*
 B. G. Crocker, *schooner*, 614.*
 B. F. Sparks, *schooner*, 623,* 638, 640, 644, 646, 650, 656.

SAG HARBOR, N. Y. :

Brazil, *ship*, 206, 208.
 Black Eagle, *bark*, 490,* 522.* (See New Bedford.)
 Balæna, *bark*, 602,* 624.* (See New Bedford.)
 Barbara, *bark*, 406, 418.*

STONINGTON, CONN. :

Bolton, *schooner*, 340 ; *bark*, 370, 406, 416, 430.*
 Byron, *bark*, 406, 430, 476, 496.* (See New Bedford.)
 Betsey Williams, *ship*, 442,* 464, 490.*

SALEM, MASS. :

Britannia, *ship*, 226.*
 Bengal, *ship*, 292, 296, 318, 338, 370.* (See New London.)

SAN FRANCISCO, CAL. :

Boston, *brig*, 558.

WARREN, R. I. :

Benjamin Rush, *ship*, 283,* 302, 338, 382, 428, 464, 500,* 510, 542.*
 Boy, *ship*, 302, 330, 370, 402, 448.*
 Bowditch, *ship*, 440,* 464, 500, 542.*
 Belle, *bark*, 500, 542.*
 Brutus, *ship*, 510,* 542.* (See New Bedford.)

WESTPORT, MASS. :

Barclay, *bark*, 378, 400, 426, 446, 462, 470, 506, 528.*

C.

BOSTON, MASS. :

Chance, *schooner*, 180, (2 places.)
 Constance, *brig*, 180, (2 places.)
 Charlotte, —186.
 Cadmus, *ship*, 244.
 Charles, *ship*, 244, 246, 262.
 Creole, *bark*, 368, 384.
 Cambrian, *brig*, 368, 392.*
 Carib, *brig*, 384, 392.*
 Carrie Jones, *schooner*, 628,* 634.*

BRISTOL, R. I. :

Canton Packet, *ship*, 292, (2 places,) 330.*
 Corinthian, *ship*, 292, 338, 358, 392.* (See New London.)

DARTMOUTH, MASS. :

Cape Horn Pigeon, *ship*, 518,* 562, 588, 612,* 632,* 644, 656.
 Charles and Edward, *ship*, 528,* 538,* 562, 580.*

DORCHESTER, MASS. :

Charles Carroll, *ship*, 302.
 Courier, *ship*, 310, 332.*

EAST HADDAM, CONN. :

Commerce, *ship*, 192.*

EDGARTOWN, MASS. :

Champion, *ship*, 300,* 344, 384, 426, 456, 484, 506, 540, 578, 606, 632.*
 Clarice, *bark*, 640,* 652. (From New Bedford.)

FAIRHAVEN, MASS. :

Columbus, *ship*, 238, 248, 252, 272, 282, 290, 298, 310, 334, 354, 376, 400,* 436, 462, 482.*
 (See New Bedford.)

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FAIRHAVEN, MASS.—Continued.

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 Charles Drew, *ship*, 282, 290, 308, 346.* (See New Bedford.)
 Cadmus, *ship*, 282, 308, 346, 376.*
 Clifford Wayne, *ship*, 326, 336, 376, 412, 454, 482, 528.
 Cohannet, *schooner*, 652,* 656. (From Marion.)
 Crowninshield, *schooner*, 632.*

FALL RIVER, MASS.:

Caravan, *ship*, 428,* 464, 500.* (See New Bedford.)

FALMOUTH, MASS.:

Commodore Morris, *ship*, 384, 424,* 464, 508, 570* (See New Bedford.)

GREENPORT, N. Y.:

Caroline, *ship*, 404, 432, 450,* 476, 496, 522, 556.*

GROTON, CONN.:

Cornelia, *schooner*, 616,* 628.* (From New London.)

LYNN, MASS.:

Clay, *ship*, 306, 310, 318. (See Salem.)
 Commodore Preble, *ship*, 310, 330, 338, 348, 363, 392, 428, 458, 486, 508.*

MATTAPOISETT, OR ROCHESTER, MASS.:

Caduceus, *brig*, 326.*
 Chase, *brig*, 356.*
 Cossack, *bark*, 366. (See Marion.)
 Cachelot, *ship*, 424,* 446, 484.* (See New Bedford.)
 Clara Bell, *bark*, 496,* 528, 562.*

MARION, OR SIPPICAN, MASS.:

Cossack, *bark*, 402, 438.* (From Mattapoisett.) (See New Bedford.)
 Cohannet, *schooner*, 620,* 626, 632, 636, 640, 644.* (See Fairhaven.)

MYSTIC, CONN.:

Congress, *bark*, 394, 420, 448.
 Coriolanus, *ship*, 420,* 448, 464, 488, 512, 544, 580.*
 Cornelia, *schooner*, 558, 564, 580.* (See New London.)

NANTUCKET, MASS.:

Columbia, —, 186, 188.
 Cato, *ship*, 190, 192, 196, 198, 204.
 Commerce, *ship*, 190, 194,* 198, 202, 204.
 Cæsar, *ship*, 192,* 194.
 Criterion, *ship*, 198, 202, 206, (2 places,) 208, 216, 222, 230, 250,* 264,* 270.*
 Chili, *ship*, 204, 206, 208.*
 Chili, *ship*, 228,* 246.*
 Charles, *ship*, 214, 216,* 224, 230.*
 Charles, *schooner*, 216.
 Charles, *brig*, 218, 222.*
 Cordelia, *sloop*, 224.
 Crown Prince, *schooner*, 230.
 Columbus, *ship*, 230,* 278, 284, 290, 318, 356.* (See New London.)
 Constitution, *ship*, 236,* 250, 258,* 260, 264, 290, 298, 318, 356, 390,* 446,* 498.* (Note to Catawba: Last part wrongly credited.)
 Cyrus, *ship*, 236, 254, 264,* 290, 326, 366, 426.*
 Clarkson, *ship*, 258,* 278, 308, 344, 390.*
 Congress, *ship*, 258,* 270,* 278, 290, 318, 356.* (See New Bedford.)
 Catharine, *ship*, 284,* 318, 356.* (See New London.)
 Charles Carroll, *ship*, 290,* 326, 366, 412, 456.* (See San Francisco.)
 Charles and Henry, *ship*, 290,* 326, 366, 426.*
 Christopher Mitchell, *ship*, 308, 346, 376,* 426,* 456.* (See New Bedford.)
 Catawba, *ship*, 326,* 366, 400, 456, 498, 554.*
 Comet, *schooner*, 356.
 Columbia, *ship*, 376,* 438, 472, 518, 578.*
 Citizen, *ship*, 412,* 484, 528.*
 Constitution, *ship*, 554.*

NEWBURYPORT, MASS.:

Chance, *brig*, 180.

NEW BEDFORD, MASS.:

- Columbia, —, 188, 190.
 Commerce, *ship*, 192.
 Commerce, *brig*, 194, 200.
 Charles, *ship*, 202, 206, 210, 226, 232, 248, 250, 266, 274, 296, 334,* 372, 420, 460, 500.*
 Cornelia, *schooner*, 203.
 Caroline, *schooner*, 220.
 Commodore Decatur, *brig*, 226, 230, 232; *ship*, 238, 254, 260, 272, 274, 280, 288, 296, 314, 324, 332, 344.*
 Cornelia, *brig*, 230, 232.
 Camillus, *ship*, 238, (2 places.)
 Commodore Rodgers, *ship*, 242, 248, 250, 254, 266, 270, 274, 296, 324.*
 Canton, *ship*, 254, 258, 262, 266, 280, 306, 344, 372, 386,* 436,* 466, 492.*
 Columbus, *ship*, 258, 288.
 Clitus, *ship*, 260.*
 Cortes, *ship*, 266, 274, 306, 344, 386, 434,* 460, 478, 502, 546.*
 Courier, *ship*, 266,* 272, 324,* 344, 386, 434, 466, 534.*
 Columbus, *brig*, 266.
 Ceres, *ship*, 266, 274, 288, 420.* (See Wilmington.)
 Chili, *ship*, 272,* 274, 280, 288, 296, 306, 324, 332, 352, 396, 420, 450, 492, 534, 580.*
 Condor, *ship*, 272, 280, 288, 296, 306, 314, 334, 352, 374, 408,* 434, 452, 463, 502, 534.*
 China, *ship*, 274, 288, 296, 314, 334, 344, 362, 396, 434,* 463, 492, 534; *bark*, 558,* 566, 602, 624, 642.*
 Courier, *ship*, 280, 288, 296.
 Cicero, *ship*, 280, 293, 314, 334, 344, 364, 386, 408, 434, 460,* 502, 534, 574; *bark*, 602, 636,* 643, 654.
 Ceres, *ship*, 280,* 296,* 314, 344.*
 Corinthian, *ship*, 280,* 314, 352, 396, 442, 478, 512, 558, 586, 610.*
 Coral, *ship*, 288,* 314, 352, 386, 434,* 466, 514; *bark*, 558,* 592, 624, 642.
 Cambria, *ship*, 288,* 324, 352, 386, 442, 476, 512, 558.*
 Columbus, *bark*, 296, 324,* 364, 408, 442, 466, 524, 566.
 Cora, *bark*, 296, 334, 352, 372.*
 Clarice, *bark*, 314, 324, 344, 374, 420, 434, 466, 502, 546, 592, 610.* (See Edgartown.)
 Charleston Packet, *brig*, 314, 334, 344, 352, 364; *bark*, 386, 408, 434, 452, 478, 500.*
 Charles Frederick, *ship*, 324,* 344, 386,* 434, 466.*
 Cherokee, *bark*, 324,* 334, 344, 364, 396, 434, 460, 478, 524, 574, 602.*
 Cornelia, *bark*, 334, 344, 364,* 386, 396, 452, 466, 502, 546, 580, 596, 610, 624, 640.*
 Copia, *ship*, 352,* 364, 386, 420, 452,* 492.*
 Charles W. Morgan, *ship*, 372, 420, 460, 500, 534, 566, 592, 616, 640, 650.
 Chase, *bark*, 372,* 386, 408, 434,* 460.*
 Canton Packet, *bark*, 372; *ship*, 420,* 460, 500, 546, 586, 592.*
 Callao, *ship*, 386,* 420, 460, 492, 524, 558, 586, 602,* 632, 650.
 California, *ship*, 386,* 434, 460, 476, 512, 558,* 586,* 610, 642, 654.
 Caroline, *ship*, 386,* 434, 460, 492, 534.*
 Charles Drew, *ship*, 386, 408, 434, 460.*
 Canada, *ship*, 396, 434,* 476,* 534.*
 Chandler Price, *ship*, 408,* 452, 476, 512,* 546.*
 Champion, *ship*, 408,* 442, 466,* 500, 524.
 Canton 2d, *ship*, 420, 442, 476, 524, 558, 586, 610, 636, 648.*
 Congress, *ship*, 396,* 434, 460, 478, 412, 546, 566, 596.* (From Nantucket.)
 Cowper, *ship*, 420,* 452, 478, 524.*
 Congaree, *ship*, 434,* 478; *bark*, 524, 566.*
 City, *ship*, 466,* 502.*
 Coesack, *bark*, 466,* 502, 546.*
 Citizen, *ship*, 478.*
 Cornelius Howland, *ship*, 478,* 514, 566, 592, 616, 648.*
 Cachelot, *bark*, 478, 512, 546.* (From Mattapoisset.)
 Carolina, *ship*, 492,* 534.*
 Catalpa, *bark*, 492,* 534,* 616,* 650.*
 Cleora, *bark*, 492,* 524, 558,* 566.*
 Cleone, *ship*, 492,* *bark*, 524,* 558, 586, 596, 624,* 654.*
 Congress 2d, *ship*, 492,* 524,* 558; *bark*, 592.*
 Christopher Mitchell, *ship*, 500,* 534.* (From Nantucket.)
 Cavalier, *bark*, 524,* 566. (From Stonington.)
 Caravan, *ship*, 534. (From Fall River.)
 Contest, *ship*, 534,* 574, 580.*
 Courser, *bark*, 534,* 574,* 602,* 640.*
 Camilla, *bark*, 558,* 586, 616, 638.*
 C. C. Comstock, *schooner*, 596.*

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NEW BEDFORD, MASS.—Continued.

Commodore Morris, *ship*, 602,* 624, 636, 646. (From Falmouth.)
 Contest, *ship*, 610,* 624, 636.*
 Concordia, *bark*, 616.*

NEW LONDON, CONN.:

Carrier, *ship*, 230, 240.
 Commodore Perry, *ship*, 240, 244, 248, 252, 254, 264, 272, 286, 294, 302, 310, 320, 328, 348, 358, 364, 394, 416.*
 Connecticut, *ship*, 244,* 256, 264, 286,* 294, 302, 312, 328, 340, 358, 368; *bark*, 372, 404, 430.*
 Chelsea, *ship*, 264, 296, 312, 348, 358, 378, 404.*
 Caledonia, *ship*, 264,* 286, 318.*
 Clematis, *ship*, 324, 340, 368, 378, 404,* 430, 458, 488, 510, 544, 572.*
 Columbia, *ship*, 328, 348, 368, 394, 416.*
 Candace, *ship*, 328, 348, 368,* 394,* 430, 448, 466, 488, 510.*
 Columbus, *brig*, 328, 358, 368, 378, 394, 416, 440, 458.*
 Charles Henry, *ship*, 368, 394, 404, 430.*
 Ceres, *bark*, 394, 416.*
 Clement, *bark*, 378, 404, 440, 466, 488.*
 Cervantes, *bark*, 378, 404.*
 Catharine, *ship*, 404,* 430, 458, 474, 520, 564.* (From Nantucket.)
 Charles Carroll, *ship*, 416,* 430, 448,* 466, 520, 572.*
 Charleston, *ship*, 416.*
 Carolina, *ship*, 430.*
 Charles Colgate, *schooner*, 588,* 596, 608,* 622, 634, 642, 646, 654.
 Columbus, *ship*, 404,* 440; *bark*, 488, 520, 544.* (From Nantucket.)
 Corea, *ship*, 430, 496,* 532.*
 Corinthian, *ship*, 448,* 466, 488, 510, 544.* (From Bristol.)
 Cornelia, *schooner*, 600,* 604. (From Mystic.) (See Groton.)
 Concordia, *bark*, 642.* (From Sag Harbor.)

NEW YORK, N. Y.:

Caroline Ann, *ship*, 234, 236.
 Combine, *schooner*, 234.
 Charity, *brig*, 240.
 Chill, *ship*, 264.*
 Cincinnatus, *ship*, 274.
 Commodore Barry, *ship*, 304.
 Cornelia, *schooner*, 304.
 Caledonia, *schooner*, 384.*

NEWPORT, R. I.:

Courier, *ship*, 234.
 Constitution, *ship*, 302, 332.
 Catharine, *schooner*, 428.*

NEWARK, N. J.:

Columbia, *ship*, 332.*

ORLEANS, MASS.:

Corvo, *bark*, 500.*

PROVINCETOWN, OR CAPE COD, MASS.:

Codfish, *schooner*, 186.
 Cora, *brig*, 240.
 Charles, *schooner*, 240.
 Carter Braxton, *schooner*, 390, 402, 426.*
 Cadmus, *brig*, 428,* 438, 448, 456, 464, 472.
 Chanticleer, *schooner*, 464, 472, 486, 498, 506, 520, 530, 542, 554, 564, 572, 580.
 C. Allstrum, *schooner*, 472.*
 Civilian, *schooner*, 580,* 594.
 C. L. Sparks, *schooner*, 588,* 614, 620, 634, 638, 644, 650, 656.
 C. H. Cook, *schooner*, 606,* 614, 620, 628, 634.*
 Council, *schooner*, 428, 438, 448, 464, 472, 482.
 Courser, *schooner*, 584, 588.*
 Cetacean, *schooner*, 614,* 620, 634.
 Carrie Jones, *schooner*, 620. (See Boston.)
 Carrie W. Clark, *schooner*, 628,* 634,* 656.
 Charles A. Higgins, *schooner*, 628.*
 Charles Thompson, *schooner*, 650,* 656.

PROVIDENCE, R. I. :

C. Burdick, *brig*, 278.
Cassander, *ship*, 380, 414, 448.*

QUINCY, MASS. :

Curacoa, *brig*, 464.*

SAG HARBOR, N. Y. :

Charlotte, *ship*, 224.
Cadamus, *ship*, 264, 268, 274, 286, 294, 304, 312, 318, 328, 340, 348, 360, 382, 406, 432, 450.
Claudis, *brig*, 268.
Columbia, *ship*, 274,* 286, 294, 304, 312, 318, 328, 340, 348, 360, 382, 406; *bark*, 432, 458, 490, 544, 572.*
Camillus, *ship*, 318,* 328, 340, 348, 360, 370, 382.
Concordia, *bark*, 340, 348, 370, 406, 432,* 450, 466, 532, 572, 602, 616, 630.* (See New London.)
Crescent, *ship*, 382, 406,* 442.
Citizen, *bark*, 406,* 442.
Charlotte, *brig*, 476,* 496.*

SALEM, MASS. :

Catharine, *ship*, 292, 302.*
Charles Doggett, *brig*, 302.
Clay, *ship*, 302. (See Lynn.)
Cavalier, *bark*, 318, 338.* (See Stonington.)

STONINGTON, CONN. :

Charles Adams, *ship*, 284, 294, 304, 322, 328.*
Courier, *schooner*, 284.
Corvo, *ship*, 326,* 340, 394, 430.*
Caledonia, *ship*, 340, 360, 384, 404, 442.
Cabinet, *ship*, 406,* 430, 458, 490.*
Charles Phelps, *ship*, 394, 416, 450, 476, 510.* (See Progress, New Bedford.)
Calumet, *ship*, 406,* 442.*
Cincinnati, *ship*, 430,* 464, 496, 544.*
Cavalier, *bark*, 430, 458, 490.* (From Salem.) (See New Bedford.)
Cynosure, *bark*, 430.*

SAN FRANCISCO, CAL. :

Charles Carroll, *ship*, 522, 546.* (From Nantucket.)
Carib, *bark*, 558,* 566, 584. (Note.)
Cynosure, *schooner*, 522, 546.
Columbia, *schooner*, 498.
C. E. Foote, *schooner*, 608, 638.*
Carlotta, *bark*, 638.*
Clara Bell, *bark*, 658.*

WARREN, R. I. :

Chariot, *ship*, 294, 330, 352,* 382,* 414.*
Crawford, *brig*, 330, 338, 352, 370, 382.
Canova, *ship*, 358.*
Covington, *ship*, 402,* 440, 464; *bark*, 500, 542, 578.*

WILMINGTON, DEL. :

Ceres, *ship*, 314, 342, 384.* (See New Bedford.)

WESTPORT, MASS. :

Columbus, *brig*, 244, 248, 260. (See New Bedford.)
Champion, *bark*, 336, 342, 362, 378, 390, 412, 426, 446, 462, 506, 550, 572.*
Catherwood, *brig*, 390,* 412,* 426, 456, 484; *bark*, 506.*

D.

BRISTOL, R. I. :

Dispatch, *sloop*, 182.

EDGARTOWN, MASS. :

Deborah, *brig*, 368,* 388.*
Delaware, *schooner*, 540.*

FAIRHAVEN, MASS. :

Draco, *bark*, 356.* (See New Bedford.)

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FALL RIVER, MASS.:

D. M. Hall, *bark*, 500,* 510.*

GREENWICH, R. I.:

Dauphin, *ship*, 206, 208, 210, (2 places,) 212.

GREENPORT, N. Y.:

Delta, *ship*, 294, 304, 312, 322, 332, 350, 360, 382,* 404, 432, 458, 490.* (See New London.)

HUDSON, N. Y.:

Diana, *ship*, 224, 230. (See New York.)

HOLMES'S HOLE, MASS.:

Delphos, *ship*, 316,* 336, 362, 384, 400, 426.*

MARION, OR SIPPICAN, MASS.:

Drymo, *bark*, 384.* (See New Bedford.)

MATTAPoisETT, OR ROCHESTER, MASS.:

Dryade, *bark*, 284, 292, 300, 308, 326, 346, 366, 390. (See New Bedford.)

Dunbarton, *bark*, 436.* (See New Bedford.)

NANTUCKET, MASS.:

Diana, *brig*, 186, 194, 198, 214,* 216, 218, 222, 224, 228, 230, 242, 246, 260.

Dove, *sloop*, 200, 202, 210, 212, (2 places,) 214,* 216, 218, 222, 224,* 246.

Delight, *schooner*, 208.

Dauphin, *ship*, 216, 222, 230, 246,* 258, 270.*

Dispatch, *brig*, 218, 224.

Dispatch, *sloop*, 230, 242.

Dove, *brig*, 242.

Dolphin, *brig*, 242.*

Dromo, *brig*, 326, 356.*

David Paddock, *ship*, 376,* 426.*

Daniel Webster, *ship*, 346,* 400, 456,* 498. (See New Bedford.)

NEW BEDFORD, MASS.:

Delaware, *ship*, 192.

Dolphin, *ship*, 196,* 198, 200, (2 places.)

Diana, *ship*, 198, 200, (2 places,) 206,* 210, (2 places,) 212, 214, 218.

Drucilla, *sloop*, 202.

Danube, *ship*, 208.

Dragon, *brig*, 230, 232, 242, 248, 250, 280, 364; *bark*, 386, 408, 420,* 442.*

Dwight, *brig*, 262, 276,* 324.*

Dartmouth, *ship*, 296,* 374, 408, 442,* 452,* 478, 514, 558.*

Delight, *brig*, 314, 334, 344,* 352, 365.*

Draper, *ship*, 352, 386, 408, 442, 478,* 524, 574.*

Deademona, *ship*, 352, 396, 434, 460, 492, 524, 574; *bark*, 602,* 630, 646, 654.

Draco, *bark*, 396, 442, 478, 514, 558, 586, 610, 624, 642, 650. (From Fairhaven.)

Drymo, *bark*, 408.* (From Sippican, or Marion.)

Dryade, *bark*, 408,* 442.* (From Mattapoisett.)

Dimon, *bark*, 420.*

Dunbarton, *bark*, 452,* 466, 492,* 514, 520.* (From Mattapoisett.)

Dominga, *bark*, 478,* 514, 558.*

Daniel Wood, *ship*, 492,* 534, 574; *bark*, 602.*

Daniel Webster, *ship*, 558,* 574,* 592, 602, 616. (From Nantucket.)

Dr. Franklin, *bark*, 580.* (From Westport.)

Dolphin, *schooner*, 586.*

D. N. Richards, *schooner*, 616,* 624.*

NEW LONDON, CONN.:

Dauphin, } *ship*, (probably both should be Dauphin,) 204, 206, (2 places,) 208.

Dispatch, —, 200.* (Probably not a ship.)

Dove, *bark*, 394,* 416, 440, 466, 488, 520, 556, 572.*

Dromo, *ship*, 416,* 474, 544.*

Dover, *ship*, 430,* 458, 488, 544.*

Delaware, *ship*, 496,* 556.*

Delta, *ship*, 556.* (From Greenport.)

NEW YORK, N. Y.:

Diana, *ship*, 234, 240, 250,* 252,* 260.* (See Hudson.)

Dawn, *ship*, 240, 246, 252.*

Deademona, *ship*, 304, 312, 320, 362.

NEWPORT, R. I.:

Damon, *bark*, 394, 438.*

PROVINCETOWN, MASS.:

D. C. Smith, *schooner*, 620.*

D. A. Small, *brig*, 628,* 642, 654.

SALEM, MASS.:

Derby, *bark*, 338.*

SAG HARBOR, N. Y.:

Daniel Webster, *ship*, 304,* 340,* 360, 382, 406, 432.*

WARREN, R. I.:

Dromo, *bark*, 428,* 450, 456, 510, 520,* 556, 582.*

Dolphin, *bark*, 474,* 520, 564.*

WESTPORT, MASS.:

Dr. Franklin, *bark*, 336, 350, 362, 370, 378, 390, 400, 412, 426, 446, 462, 484, 506,* 528, 538.* (See New Bedford.)

I.
E.

BRISTOL, R. I.:

Essex, *ship*, 280, 286, 292, 310, 338, 370,* 392.*

Emigrant, *bark*, 380,* 402, 414.* (See New Bedford.)

BEVERLY, MASS.:

Eben Dodge, *bark*, 508,* 520.* (See New Bedford.)

Eschol, *brig*, 562,* 570, 578, 590, 596, 608, 622,* 634, 642, 646.* (From Provincetown.)

BOSTON, MASS.:

Enoch, *schooner*, 186,* 194.

E. B. Phillips, *bark*, 614, 650.* (From New London. See New Bedford.)

DARTMOUTH, MASS.:

Elizabeth, —, 336.

Elliot C. Cowdin, *ship*, 528.* (See New Bedford.)

EDGARTOWN, MASS.:

Ellen, *bark*, 498,* 540, 582.*

Europa, *ship*, 506,* 554, 590, 612.

E. A. Luce, *schooner*, 554.*

Europa, *bark*, 554.* (Formerly the Alfred Tyler.)

FALL RIVER, MASS.:

Edward Quernal, *ship*, 292, 330.*

FAIRHAVEN, MASS.:

Erie, *ship*, 366.*

Eagle, *ship*, 366, 400.*

Eliza Adams, *ship*, 316, 346, 398, 436.* (See New Bedford.)

E. L. B. Jenney, *ship*, 388,* 436, 482; *bark*, 538.*

Erie, *ship*, 446, 470, 506, 552,* 588.*

Emerald, *schooner*, 570,* 576.* (See Marion, or Sippican.)

Ellen Rodman, *schooner*, 612,* 618, 632, 636, 644, 648, 656.

FREETOWN, MASS.:

Elizabeth, *bark*, 380,* 414.*

HUDSON, N. Y.:

Eliza Barker, *ship*, 224.* (See New York.)

Edward, *ship*, 304,* 320, 332, 350, 368.* (See New Bedford.)

HOLMES'S HOLE, MASS.:

Eliza Jane, *schooner*, 530.*

MATTAPOISETT, OR ROCHESTER, MASS.:

Edward, *brig*, 378, 390, 402.

Elizabeth, *bark*, 378, 414,* 436, 462, 470, 508.*

Excellent, *brig*, 496,* 518, 528.*

Elvira, *brig*, 540,* 562.*

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MARION, OR SIPPICAN, MASS.:

Emerald, *schooner*, 588, 594, 600.* (From Fairhaven.)
Express, *schooner*, 626,* 632.* (See Provincetown.)

MYSTIC, CONN.:

Eleanor, *ship*, 432.*

NEW YORK, N. Y.:

Eliza Barker, *ship*, 234, 236. (See Hudson.)
Elizabeth, *brig*, 350.
Endeavour, *bark*, 630.* (From New Bedford.)

NANTUCKET, MASS.:

Eagle, *ship*, 194, 202, 224, 236, 254, 264, 284, 290, 298,* 318.*
Eliza, *ship*, 198, 200, 204, 208.
Essex, *ship*, 202, 204, 208, 212, 216, 222, 228.*
Eliza, *brig*, 202, 206.
Edward, *ship*, 204, 222.
Experiment, *sloop*, 216, 220, 222.
Edward, *brig*, 216, 224, 260.
Equator, *ship*, 224,* 236, 246.* (See New Bedford.)
Eagle, *brig*, 224.
Eagle 2d, *ship*, 228.*
Enterprise, *ship*, 242,* 258, 270, 290,* 326, 366, 426, 472,* 518.*
Elizabeth Starbuck, *ship*, 308,* 376, 426.
Edward Carey, *ship*, 376,* 426, 462, 518, 564.*
Empire, *ship*, 400,* 456.* (See New Bedford.)
Edward, *ship*, 484.* (From New Bedford.)
Eliza Jane, *schooner*, 554.*
Eunice H. Adams, *schooner*, 606, 612,* *brig*, 620, 632.* (See New Bedford.)

NEW BEDFORD, MASS.:

Eliza, 188, 190.
Edward, *ship*, 196, (2 places,) 202, 208.
Exchange, *ship*, 198, 200,* 202.
Elizabeth, *sloop*, 218, 220, 222.
Experiment, *sloop*, 220.
Eliza Barker, *schooner*, 232, 238, 242.
Elizabeth, *schooner*, 232.
Elizabeth, *brig*, 238, 242, 248, 252, 258.
Elizabeth, *ship*, 242.*
Emily, *brig*, 258, 266.
Empire, *ship*, 262.
Endeavour, *ship*, 276, 280, 288, 296, 314, 334,* 374, 396, 422, 442, 478,* 514, 546,* *bark*, 574, 596.* (See New York.)
Emerald, *ship*, 272, 276, 280, 288, 296, 306, 314, 352, 396, 444, 478,* *bark*, 546.*
Euphrates, *ship*, 262, 276, 296, 334, 386,* 434, 460, 478, 514, 546, 586.*
Eagle, *ship*, 262, 272,* 276, 288, 296, 334, 365,* 460, 502; *bark*, 534,* 586,* 602.*
Equator, *ship*, 258,* 266, 280; *bark*, 296, 324, 354, 396, 444. (From Nantucket.) (See San Francisco.)
Enterprise, *ship*, 248, 266, 272, 280, 306, 344, 386, 408, 444, 460, 478,* 514.*
Emily Morgan, *ship*, 296,* 334, 386, 434, 460, 514, 566,* 592, 624.*
Eliza Adams, *ship*, 314, 478, 514, 546, 592,* 618, 642,* 654. (See Fairhaven.)
Elizabeth, *bark*, 314,* 340.* (See Dartmouth.)
Emma, *bark*, 354, 386, 408, 442, 478.*
Elizabeth, *ship*, 374, 408,* 442, 478, 524, 566.*
Emeline, *brig*, 374.*
Edward, *ship*, 420.* (From Hudson.) (See Nantucket.)
Edward, *bark*, 434, 460, 502, 534, 596.*
Exchange, *bark*, 444,* 460,* 468.*
Envoy, *bark*, 452.* (From Providence.)
Emigrant, *bark*, 452.* (From Bristol.)
Emma C. Jones, *ship*, 460,* 492, 524, 558, 574, 610,* 640, 650.
Elisha Dunbar, *ship*, 478,* 514, 558, 586.*
Eugenia, *bark*, 478,* 524, 566, 602.
Europa, *ship*, 478,* 514, 534, 586, 618,* 640,* 654.
Empire, *ship*, 492,* 534, 574.* (From Nantucket.)
Eliza F. Mason, *ship*, 502,* 546.*
Elizabeth Swift, *bark*, 514,* 566, 592, 624.*
Erastus Corning, *bark*, 524,* 630.
Emily, *bark*, 524,* 546.*

NEW BEDFORD, MASS.—Continued.

Eben Dodge, *bark*, 534,* 558, 582.* (From Beverly.)
 Eliza, *bark*, 534,* 602, 630,* 648.
 Elliot C. Cowdin, *ship*, 574.* (From Dartmouth.)
 Ellen Morrison, *bark*, 610.*
 Edward Everett, *bark*, 616,* 630, 646, 650.*
 Eunice H. Adams, *brig*, 642, 648, 654. (From Nantucket.)
 E. B. Phillips, *bark*, 654.* (From New London.)

NEWPORT, R. I.:

Erie, *ship*, 274, 292,* 322, 352.*

NEW LONDON, CONN.:

Electra, *ship*, 272,* 280, 286, 294, 312, 320, 328, 348, 368, 378, 404, 430, 450, 474, 520, 556, 572, 590.*
 Emily, *schooner*, 312.
 Exile, *schooner*, 416,* 440, 458, 496, 572.
 Emma, *schooner*, 430.*
 E. R. Sawyer, *schooner*, 544,* 564, 580, 590, 600.*
 Era, *schooner*, 600,* 608, 622,* 634.*
 Emma Jane, *schooner*, 622,* 644.
 E. B. Phillips, *bark*, 628.* (From Boston.) (See New Bedford.)

ORLEANS, MASS.:

Esther, *brig*, 486,* 500, 520.

POUGHKEEPSIE, N. Y.:

Elbe, *ship*, 304,* 352, 372.*

PROVINCETOWN, OR CAPE COD, MASS.:

Endeavor, —, 186.
 Exchange, *schooner*, 372.
 Edwin, *schooner*, 414, 428, 438, 448.*
 Esquimaux, *schooner*, 414.
 E. R. Cook, *schooner*, 464.
 E. Nickerson, *brig*, 472,* 498; *schooner*, 506, 520, 530, 542, 554.*
 Eschol, *brig*, 542,* 554.* (See Beverly.)
 Emporium, *schooner*, 554,* 564, 572, 580, 584, 594, 600, 606, 614, 620.*
 Estella, *schooner*, 554,* 564, 572, 580, 588, 594, 608, 614, 620,* 628.*
 E. H. Hatfield, *schooner*, 584,* 588, 594, 606, 620, 634,* 644, 646, 654, 656.
 Elbridge Gerry, *schooner*, 584, 588, 594, 600, 614, 628, 638, 644, 646.
 Eleanor B. Conwell, *schooner*, 588,* 594, 600,* 620, 628, 634.*
 Ellen Rizpah, *schooner*, 588,* 600, 606, 614, 628, 638, 642, 644, 646, 650, 654, 656.
 E. P. Howard, *schooner*, 614.*
 Emma F. Lewis, *schooner*, 620,* 628.*
 Etta G. Fogg, *schooner*, 620.*
 Express, *schooner*, 620,* 628.* (See Marion.)
 Edward Lee, *schooner*, 656.

PROVIDENCE, R. I.:

Envoy, *ship*, 302, 350, 380, 414.* (See New Bedford.)

PLYMOUTH, MASS.:

Exchange, *schooner*, 380, 392,* 414, 440.*

RHODE ISLAND:

Emily, *brig*, 240. (Probably Providence or Newport.)

SAG HARBOR, N. Y.:

Elizabeth Frith, *ship*, 432, 458.*
 Emerald, *ship*, 490, 532.
 Excel, *bark*, 536,* 572, 584.*

SALEM, MASS.:

Emerald, *bark*, 302, 328, 350, 370, 404.
 Eagle, *brig*, 338.*
 Eliza, *bark*, 350, 382.*
 Elizabeth, *ship*, 328,* 382.
 Emeline, *brig*, 328,* 338.*

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SAN FRANCISCO, CAL.:

Emily Farnham, *ship*, 498.
Emperor, *schooner*, 498.
Equator, *bark*, 512. (See New Bedford.)
Emeline, *schooner*, 522, 546.
Eagle, *schooner*, 532, 546.

STONINGTON, CONN.:

Essex, *sloop*, 240.
Eveline, *schooner*, 312.
Enterprise, *brig*, 370, 394.
Eugene, *ship*, 384, 416, 476, 512.*

TEURO, MASS.:

Eschol, *brig*, 474,* 490, 500.

WAREHAM, MASS.:

Enterprise, *ship*, 222.

WARREN, R. I.:

Exchange, *bark*, 382, 414.* (See New Bedford.)

WESTPORT, MASS.:

Elizabeth, *bark*, 284, 292, 318, 332, (2 places.)
Elizabeth, *brig*, 336, 350, 362, 370, 378.
Emma, *bark*, 370.
Elizabeth, *bark*, 496,* 518, 562,* 582, 600, 606, 612, 620.*

WELLFLEET, MASS.:

Edith, *schooner*, 622.*

BOSTON, MASS.:

Friendship, *sloop*, 180, 182.
Fortune, *brig*, 180.
Fair Lady, *schooner*, 244.*
Fama, *bark*, 384.*
F. H. Moore, *brig*, 628,* 638, 646, 654.

BRAINTREE, MASS.:

Fortune, *schooner*, 182.

BRISTOL, R. I.:

Frances, *brig*, 264.
Fama, *ship*, 302, 310, 330.*

DARTMOUTH, MASS.:

Forester, *bark*, 284, 308, 340.*

FAIRHAVEN, MASS.:

Friendship, *ship*, 282,* 316, 336, 356, 376, 412, 436. (See New Bedford.)
Favorite, *bark*, 272, 282, 298, 316, 336, 346, 366, 400, 436, 470, 506, 552,* 594.*
Florida, *ship*, 482, 516, 562.* (From New Bedford.)

GLOUCESTER, MASS.:

Flying Arrow, *schooner*, 508.*

MATTAPOISETT, OR ROCHESTER, MASS.:

Franklin, *bark*, 278, 284, 292,* 300.

MYSTIC, CONN.:

Frank, *schooner*, 566.*

NANTUCKET, MASS.:

Fox, *brig*, 182, 188, 190.
Favourite, 186, (2 places,) 188, (2 places,) 194, 200.
Fortitude, *ship*, 194.
Fame, *ship*, 196, 198, 202, 204, 208, 218.
Francis, *ship*, 220,* 224, 242.*
Fanny, *brig*, 220.
Factor, *ship*, 222, 232, 248.*
Fortunate Farmer, *ship*, 224.

NANTUCKET, MASS.—Continued.

Falcon, *ship*, 232,* 246.*
 Francis, *schooner*, 236.
 Franklin, *schooner*, 242.
 Friendship, *schooner*, 242.
 Franklin, *ship*, 220,* 223, 242, 284.*
 Fame 2d, *ship*, 204, 264,* 284,* 290, 300.*
 Franklin, *ship*, 254,* 266, 290, 308, 336, 376,* 426.
 Factor, *schooner*, 290.
 Fame, *schooner*, 204, 300.*
 Foster, *ship*, 228,* 242, 254,* 264, 270, 300, 336, 376, 426.*
 Fabius, *ship*, 270,* 300, 366.* (See New Bedford.)

NEW BEDFORD, MASS.:

Friendship, —, 190.
 Fox, *ship*, 194.
 Francis, *ship*, 230, 232, 242.
 Favorite, *ship*, 266. (See Fairhaven; probably bark Favorite.)
 Fanny, *brig*, 266.
 Frances, *ship*, 262,* 276, 288, 324, 354, 398,* 444,* 468.*
 Franklin, *ship*, 196, 276, 296, 334, 354, 374, 398, 434, 468, 502, 546.*
 Falcon, *ship*, 276, 288, 296, 306, 324, 344, 364, 398, 460, 492, 524,* bark, 566,* 586, 602, 618, 642, 650.
 Forester, *bark*, 280.* (See Dartmouth.)
 Frances 2d, *ship*, 280, 288, 296, 324, 334, 364; bark, 422.*
 Fenelon, *ship*, 296, 314, 334, 344, 364, 386, 408,* 444.*
 Frances Henrietta, *ship*, 272, 296,* 314,* 334, 354, 398,* 422, 452, 478, 524.*
 Friendship, *ship*, 314. (See Fairhaven.)
 Florida, *ship*, 238, 242, 324,* 344, 364, 374, 398,* 434,* 452, 478, 502, 534, 566, 596, 630.*
 Franklin, *bark*, 354, 398.
 Factor, *ship*, 408.* (From Poughkeepsie.)
 Formosa, *ship*, 408,* 460.*
 Fortune, *bark*, 408,* 444, 468, 514, 534.* (From Plymouth.)
 Fabius, *ship*, 408,* 434, 460, 478, 514, 546, 586.* (From Nantucket.)
 Florida 2d, *ship*, 422.* (See Fairhaven.)
 Franklin, *bark*, 434,* 460, 502, 558.*
 Fanny, *bark*, 492,* 534, 574, 596,* 630.* (Probably from Sag Harbor.)
 Franklin 2d, *bark*, 502,* 546.* (From Warren.)
 Franklin, *schooner*, 654.* (From New London.)

NEW LONDON, CONN.:

Flora, *ship*, 270, 272, 280, 286, 294, 302, 312, 320, 328, 340, 358, 378, 404, 430,* bark, 440.
 Friends, *ship*, 264, 280, 312, 328, 358, 378, 404, 430, 450, 474,* 520.*
 Francis, *schooner*, 368; brig, 378.*
 Franklin, *schooner*, 394,* 416, 440, 450, 466, 488, 556, 572, 596, 608, 622, 634, 642, 644, 646, 650.* (See New Bedford.)
 Fame, *bark*, 416.*
 Fortune, *bark*, 556.
 Frances Palmer, *bark*, 556.*
 Frances Allyn, *schooner*, 634,* 638, 642, 644, 646, 654.*
 Flying Fish, *schooner*, 634,* 644, 646, 654, 656.
 Florence, *schooner*, 644,* 656.

NEWPORT, R. I.:

Frederick Augustus, *ship*, 240, 264, 278.
 Francis, *ship*, 264.
 Frederick, *bark*, 322.*

POUGHKEEPSIE, N. Y.:

Factor, *ship*, 362,* 384.* (See New Bedford.)

PLYMOUTH, MASS.:

Fortune, *bark*, 244,* 256, 274, 300, 342, 372. (See New Bedford.)

PROVINCETOWN, MASS.:

Four Brothers, *schooner*, 246, 250.
 Fair Play, *schooner*, 284.
 Flora, *schooner*, 332.
 Fairy, *brig*, 372; bark, 392,* 402, 428, 438, 448, 464.
 Franklin, *brig*, 372, 378, 390, 402, 428, 438, 472, 498,* 506.*
 F. Bunchinia, *bark*, 498,* 530,* 542, 573, 584, 596.*

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SAG HARBOR, N. Y.:

Fair Helen, *ship*, 224, 230, 234,* 240, 246, 248, 252, 256, 258, 264.
Franklin, *ship*, 294, 304, 340, 360; *bark*, 382, 418, 450.*
Fanny, *ship*, 328, 340,* 348, 360, 382, 406, 442. (Probably sold to New Bedford.)
France, *ship*, 340, 348, 382, 406.*

SALEM, MASS.:

Franklin, *schooner*, 328, 338.*
Falcon, *brig*, 590,* 596, 608, 614, 628.*

SAN FRANCISCO, CAL.:

Francis, *brig*, 532, 546,* 558.*
Florida, *ship*, 630,* 634.
Florence, *bark*, 648,* 654.

STONINGTON, CONN.:

Frances, *ship*, 294.
Fellowes, *ship*, 394, 430, 476.*
Flying Cloud, *schooner*, 496,* 512.

WARREN, R. I.:

Franklin, *bark*, 330, 352, 370, 402, 448, 456.* (See New Bedford.)
Florence, *bark*, 500,* 530.*

G.

BEVERLY, MASS.:

Gem, *brig*, 464, 486,* 500, 508.* (From Provincetown.)

BOSTON, MASS.:

George, *ship*, 234.
George Brown, *schooner*, 614.*

BRISTOL, R. I.:

Governor Fenner, *ship*, 286, 310.*
General Jackson, *ship*, 292, 330, 392.*
Ganges, *ship*, 270, 292, 330.* (See Fall River.)
Governor Hopkins, *brig*, 310, 330, 338, 352, 358, 370, 380, 392. (See Dartmouth.)
Golconda, *ship*, 320.* (See New Bedford.)

DARTMOUTH, MASS.:

Grand Turk, *ship*, 330, 350. (See New Bedford.)
Governor Hopkins, *brig*, 436;* *ship*, 462, 472, 484.* (Probably from Bristol.)

EDGARTOWN, MASS.:

George and Martha, *ship*, 388.
George and Mary, *ship*, 316, 358.* (See New London.)
Gold Hunter, *brig*, 316, 326.*

FALL RIVER, MASS.:

Gold Hunter, *ship*, 292, 298, 314, 320, 338, 358, 380, 402, 440.*
Ganges, *ship*, 356.* (From Bristol.)

FAIRHAVEN, MASS.:

George, *ship*, 326, 346, 376, 412, 436, 462, 482.* (Probably from Nantucket.)
General Scott, *ship*, 356, 400, 446, 482, 528, 606, 640.*
General Scott, *bark*, 528,* 562,* 576.* (From New London.)
George J. Jones, *schooner*, 612,* 636,* 644.*

FALMOUTH, MASS.:

George Washington, *bark*, 322,* 336, 348, 368.*

HUDSON, N. Y.:

George Clinton, *ship*, 312.*
General Scott, *ship*, 218.*

MARION, OR SIPPICAN, MASS.:

Graduate, *schooner*, 626,* 632.*

MATTAPOISETT, OR ROCHESTER, MASS.:

Gideon Barstow, *ship*, 292, 326, 346.*

MYSTIC, CONN.:

Governor Endicott, *ship*, 350,* 360.*
Globe, *ship*, 432.*

NEW BEDFORD, MASS.:

George and Susan, *ship*, 226,* 230, 232, 238, 252, 262, 276, 296, 334, 374, 422, 452, 492, 546, 582; * *bark*, 604,* 624, 640, 648.
 Grand Turk, *ship*, 262,* 266, 272, 276, 282, 288, 296, 306, 364,* 386.* (See Dartmouth.)
 George Porter, *ship*, 262, 266, 272, 276, 282, 288, 296, 306, 314, 324, 354, 398,* *bark*, 452.* (From Nantucket.)
 George and Martha, *ship*, 238, 242,* 248, 252, 254, 258, 262, 266,* 272, 276; *bark*, 288, 306,* 324, 344, 364, 366, 422.*
 Good Return, *ship*, 238, 248, 252, 262, 266, 272, 276,* 296, 306, 324, 354, 374, 444, 478, 524, 558.*
 Gleaner, *brig*, 226, 230.
 General Pike, *ship*, 2c2, 288,* 306, 314, 334,* 354, 374, 398, 422, 468, 502,* 534; *bark*, 566, 596.*
 Gallatea, *ship*, 262, 266, 272.
 Gratitude, *ship*, 282, 314, 334,* 374, 422, 452, 478, 514, 558, 586.*
 Gideon Howland, *ship*, 282, 314, 344, 408,* 444, 468, 502, 546.*
 Golconda, *ship*, 226, 230, 242, 254, 262, 272, 288, 324, 354, 398, 444,* 478, 524; *bark*, 566.*
 George, *ship*, 288,* 324, 354,* 398, 444. (From Providence.)
 George Howland, *ship*, 306,* 344, 386, 434, 468,* 492,* 546, 586, 610; *bark*, 636.*
 Garland, *bark*, 344, 364, 386; *ship*, 434, 460, 478, 502. (Possibly two vessels.)
 Golconda 2d, *ship*, 354,* 374, 408.* (From Bristol.)
 George Washington, *bark*, 374, 398, 422, 452,* 478,* 514.
 Governor Troup, *ship*, 374,* 444, 468, 502, 534, 566,* 586, 624.*
 Globe, *ship*, 422,* 468.*
 Gladiator, *ship*, 468.*
 Globe, *bark*, 468,* 524, 558, 586, 604, 630.*
 George Washington, *ship*, 478,* 524.*
 Gypsy, *bark*, 478,* 534,* 546, 586.*
 Gay Head, *ship*, 492,* 534,* 574, 602, 636.*
 George, *ship*, 50; *bark*, 546,* 586, 598, 602, 630.*
 Gazelle, *ship*, 546,* 586, 610, 636,* 650. (From Nantucket.)
 Glendower, *schooner*, 592.*
 Glacier, *schooner*, 598,* 610; *bark*, 624,* 640.*
 Greyhound, *bark*, 610,* 650.
 General Scott, *bark*, 650.
 George and Mary, *bark*, 650.* (From New London.)
 Golden City, *schooner*, 650.*

NEW YORK, N. Y.:

G. Browne, *bark*, 330.*

NEWPORT, R. I.:

George and Mary, *ship*, 240, 246.
 George Champlin, *ship*, 278, 302, 362, 414.
 Geneva, *schooner*, 332.
 George, *bark*, 496,* 520.*

NANTUCKET, MASS.:

Gardner, *ship*, 206, 208, 212.*
 Golden Farmer, *ship*, 208, 212, 216,* 222, 224, 232, 242, 254.*
 George, *ship*, 212,* 220,* 224, 236, 254, 266, 270, 278, 290, 308.* (See Fairhaven.)
 Ganges, *ship*, 216,* 224, 236, 254,* 266, 290, 318, 376,* 426, 462, 508.*
 Globe, *ship*, 216,* 224, 232, 242,* 254.*
 General Jackson, *brig*, 216, 222, 228; * *ship*, 232.*
 Governor Strong, *ship*, 222,* 232.*
 General Lincoln, *ship*, 222,* 224.*
 Gideon, *ship*, 228, 236.*
 George Porter, *ship*, 228, 236.* (See New Bedford.)
 Galen, *ship*, 232.*
 George Washington, *schooner*, 390.
 Gazelle, *ship*, 498.* (See New Bedford.)
 Game Cock, *schooner*, 508.

NEW LONDON, CONN.:

General Scott, *brig*, 240.
 Georgia, *ship*, 294, 302, 320, 340, 348,* 358, 378, 404, 440.
 George, *ship*, 312,* 322, 340, 358.* (From Dartmouth.)
 General Williams, *ship*, 328, 348,* 368,* 404, 430, 458, 488, 520, 564, 590.*
 George and Mary, *ship*, 404, 430, 450, 474,* 510, 556.* (From Edgartown.) (See New Bedford.)

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NEW LONDON, CONN.—Continued.

Garland, *schooner*, 416,* 458.*
 General Scott, *ship*, 430,* *bark*, 458, 488.* (See Fairhaven.)
 George Washington, *ship*, 430.*
 Georgiana, *brig*, 510,* 532,* 566, 564,* 580, 590, 600, 616, 628.*
 George Henry, *bark*, 532,* 544, 580, 596.*
 George and Mary, *bark*, 600,* 616, 628, 638.* (See New Bedford.)
 Golden West, *schooner*, 608,* 628, 642, 644, 648, 650, 654, 658.

NEWBURYPORT, MASS.:

Georgia, *schooner*, 614,* 628.*

NEW SUFFOLK, N. Y.:

Gentleman, *bark*, 418,* 432, 460, 476.* (See Sag Harbor.)

PHILADELPHIA, PA.:

Governor Hawkins, *ship*, 228.*
 George and Albert, *ship*, 254.*

PROVINCETOWN, MASS.:

General Jackson, *schooner*, 246.
 Gem, *brig*, 378,* 402, 414, 428, 438. (See Beverly.)
 Grand Island, *schooner*, 428,* 438.*
 G. W. Lewis, *schooner*, 584, 588, 600, 614, 628.*
 Gage H. Phillips, *schooner*, 620,* 634, 636, 654.*
 Grace Lathrop, *schooner*, 628.*
 Gracie M. Parker, *schooner*, 638,* 642, 644, 646, 650, 656.

STONINGTON, CONN.:

George, *bark*, 322, 348; *ship*, 384, 406, 430, 464, 490.*

SAG HARBOR, N. Y.:

Governor Clinton, *ship*, 224, 294, 304.*
 General Scott, *brig*, 246, 248.
 Gem, *ship*, 312, 318, 328, 340, 360, 370, 382, 396, 406, 432, 450.*
 Gentleman, *bark*, 496.* (From New Suffolk.)

SALEM, MASS.:

General Knox, *ship*, 234.

TRURO, MASS.:

Gem, *brig*, 500.*

WAREHAM, MASS.:

George Washington, —, 292,* 330, 372, 414, 448,* 476, 506, 552.*

WARREN, R. I.:

Galen, *ship*, 302, 310, 352, 394.*

WESTPORT, MASS.:

Governor Carver, *bark*, 470,* 484, 518, 550, 578, 600, 620.*
 Greyhound, *bark*, 484,* 518, 552, 588, 606, 626, 644.
 George and Mary, *bark*, 496,* 518, 528, 562, 578.*

H.

BOSTON, MASS.:

Hope, *ship*, 190, 238,* 256.
 Heman Smith, *brig*, 614,* 634, 638, 646, 656.

BRIDGEPORT, CONN.:

Hamilton, *bark*, 322, 330, 342, 350, 360, 382, 406,* 440.*
 Harvest, *bark*, 342, 350, 360, 370, 420.* (See New Bedford.)

COLD SPRING, N. Y.:

Huntsville, *ship*, 416,* 448, 466, 490, 522.*

DARTMOUTH, MASS.:

Hero, *sloop*, 180.
 H. H. Crapo, *bark*, 494,* 518.*

DORCHESTER, MASS.:

Herald, *ship*, 310, 342.* (See Stonington.)

EDGARTOWN, MASS.:

Hope, *schooner*, 238.

FAIRHAVEN, MASS.:

Herald, *ship*, 218, 224, 226, 230, 238, 244,* 248, 256, 258, 262, 268, 272, 282, 290, 298, 308, 316, 326, 346, 366, 388, 412, 446.* (See New Bedford.)
 Heroine, *ship*, 272, 282, 290, 298, 308, 316, 326, 336, 356, 376, 400, 424, 446, 482.*
 Hesper, *bark*, 308, 346, 376, 412, 454, 516; *ship*, 570.* (See New Bedford.)
 Harvest, *bark*, 356,* 376, 400, 436, 470, 506,* 552.* (From Newport.)
 Hudson, *ship*, 528,* 570.* (From Mystic.) (See New Bedford.)
 Homer, *brig*, 576.* (From Nantucket.)

FREETOWN, MASS.:

Harriet, *bark*, 414.*

FALL RIVER, MASS.:

Holder Borden, *ship*, 392.*

FALMOUTH, MASS.:

Hobomok, *ship*, 292,* 330, 368, 412, 454,* 508, 540.*
 Harriet, *schooner*, 412.*

HOLMES'S HOLE, MASS.:

Harmony, *schooner*, 220.
 Helen Augusta, *bark*, 498,* 518, 540, 570.*

HUDSON, N. Y.:

Harriot, *brig*, 224, (also 230, probably.)
 Henry Astor, *ship*, 288,* 320.* (See Nantucket.)
 Huron, *ship*, 294, 332, 350.* (See Sag Harbor.)
 Helvetia, *ship*, 304, 342, 360. (See New London.)

MARION, OR SIPPICAN, MASS.:

Hecla, *bark*, 384,* 424.
 Hopeton, *brig*, 552,* 570, 578,* 588.*
 Herald, *brig*, 606,* 612,* 626.*

MATTAPOISETT, OR ROCHESTER, MASS.:

Helen, *brig*, 446,* 456.

MYSTIC, CONN.:

Hellespont, *ship*, 432,* 458, 490.*
 Highlander, *ship*, 432.*
 Hudson, *ship*, 458,* 496.* (From Sag Harbor.) (See Fairhaven.)

NANTUCKET, MASS.:

Harlequin, *ship*, 186, 188, 192, 200, 208.*
 Harmony, *ship*, 182, 188.
 Hector, *ship*, 186,* 188, 190, 194.
 Hero, *ship*, 188, (2 places,) 192.
 Hudson, *ship*, 190, 198, 204.
 Hope, *ship*, 194, 196, 198, 200, 204, (2 places,) 206,* 208, (2 places,) 212.
 Hazard, *sloop*, 198, 220, 290, 300.
 Harriet, *ship*, 198, 202.
 Henry, *ship*, 200, 202, 204, 208.
 Hunter, *sloop*, 212.
 Hannah, *sloop*, 216,* 220, 224.*
 Hope, *sloop*, 220.
 Hero, *ship*, 220,* 228,* 242, 250, 260, 278, 300, 336, 376, 438,* 446, 484, 540, 578.*
 Hycso, *ship*, 220,* 224, 236, 250.*
 Huntress, *schooner*, 228, 232.
 Hesper, *ship*, 232, 248.*
 Harmony, *schooner*, 236, 300, 308,* 318, 326,* 336, 346.*
 Harvest, *ship*, 254,* 266, 290, 366, 412,* 426, 456,* 508.* (See New Bedford.)
 Howard, *ship*, 266,* 290,* 318, 346, 376, 426.*
 Henry, *ship*, 326,* 366, 412, 456, 508.*
 Henry Clay, *ship*, 356,* 412, 446.*
 Henry Astor, 366,* 412. (From Hudson.)
 Homer, *brig*, 498,* 528, 540, 564.* (See Fairhaven.)
 Hamilton, *schooner*, 508, 518, 528, 540.

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NEW BEDFORD, MASS. :

Hero, *bark*, 190, 200, 206,* 208.*
 Herald, *ship*, 198, 200, (2 places,) 204, 208, 210. (See Fairhaven.)
 Hunter, *ship*, 198, 200, 202, (2 places,) 208.
 Hannah and Eliza, *ship*, 198, 200, 202, (2 places.)
 Hesper, *bark*, 254, 258,* 260, 282. (See Fairhaven.)
 Hector, *ship*, 258, 272, 288, 306, 344, 364, 398, 452,* 492, 534,* 582.*
 Hydaspes, *ship*, 258, 262, 266, 272, 276, 288, 296, 334, 354, 374, 422, 452, 492, 534, 568.*
 Hope, *ship*, 258, 272, 276, 282, 288, 296, 306.
 Hercules, *ship*, 262, 266, 276.
 Herald, *ship*, 272.
 Hercules, *ship*, 276, 282, 288, 296, 314, 334, 354, 386, 422, 460, 502; *bark*, 548, 586.
 Herald, *ship*, 276. (See Fairhaven.)
 Hibernia, *ship*, 276, 288, 296, 314, 324, 334, 344, 364,* 386,* 408, 434, 460, 502, 548.*
 Herald 2d, *ship*, 276, 282, 306, 324, 344, 398, 444, 478, 524, 568,* 598, 604, 618; * *bark*, 630.*
 Honqua, *ship*, 282,* 314, 334, 354, 374, 398, 434, 460.*
 Hercules 2d, *ship*, 288,* 306, 334, 364, 398, 422, 444.*
 Herald, *ship*, 288, 296, 314, 334, 364, 422, 460, 492, 548.*
 Huntress, *ship*, 288, 324, 344, 354, 374,* 408, 444, 468.*
 Hope, *ship*, 288, 324, 364, 398.*
 Hope 2d, *ship*, 288, 334, 354, 374, 408, 444, 478, 548.*
 Hope, *bark*, 354, 374, 398,* 422, 444, 468, 502, 534, 568.*
 Harrison, *ship*, 374,* 422, 468, 514, 558.*
 Henry Kneeland, *ship*, 422,* 452, 478, 514, 558, 586.*
 Harvest, *bark*, 444,* 468, 514, 568.* (From Bridgeport.)
 Hecla, *bark*, 460,* 502, 534, 568,* 592, 618, 630.*
 Helen Snow, *bark*, 478,* 514, 546, 586,* 618, 640.*
 Hibernia 2d, *ship*, 478,* 548.* (From New London.)
 Hillman, *ship*, 478,* 514, 548, 586.*
 Hunter, *ship*, 478,* 514, 568, 592, 604, 618, 640, 652.
 Henry Taber, *bark*, 524,* 568,* 598, 610, 624.*
 Helen Mar, *bark*, 534,* 610,* 640, 654.
 Hiawatha, *ship*, 534.*
 Huntress, *bark*, 534,* 548.*
 Harvest, *ship*, 568.* (From Nantucket.)
 Hudson, *ship*, 568.* (From Fairhaven.)
 Hamilton, *bark*, 610.*
 Hercules, *bark*, 610, 640, 650.
 Hibernia, —, 610.*
 Hadley, *bark*, 618,* 636, 648.
 Hope On, *bark*, 652.*

NEW LONDON, CONN. :

Helvetius, *ship*, 294.* (See foot-note.)
 Halcyon, *ship*, 302; *bark*, 394,* 404.*
 Hand, *schooner*, 348, 368,* 394, 418.*
 Helvetia, *ship*, 394,* 418.* (From Hudson.)
 Hannibal, *ship*, 404,* 440, 466, 488, 532,* 544, 580.*
 Hibernia, *ship*, 416,* 450.* (See New Bedford.)
 Henry Thompson, *ship*, 418,* 450, 474.*
 H. Brewer, *bark*, 496,* 520.*
 Helen F., *schooner*, 600,* 618, 630.

NEW HAVEN, CONN. :

Henry, *ship*, 236.*
 Huron, *ship*, 240.*

NEW YORK, N. Y. :

Hesper, *ship*, 240; *bark*, 320.
 Hamilton, *ship*, 304.

NEWPORT, R. I. :

Harvest, *bark*, 310,* 332.* (See Fairhaven.)
 Helen, *brig*, 368, 394, 402, 416,* 428.*
 Helen Augusta, *ship*, 474,* 520.*

NEWBURYPORT, MASS. :

Hannah Grant, *schooner*, 622,* 634.*

PROVINCETOWN, MASS. :

Hannah and Eliza, *schooner*, 244, 246.
Helen Neal, *schooner*, 472,* 498, 506.
H. N. Williams, *schooner*, 472,* 486, 498, 506.
Hanover, *schooner*, 486,* 498, 506.
Helen M. Simmons, *schooner*, 614,* 628,* 656.

PROVIDENCE, R. I. :

Hampton, *sloop*, 250.*
Hope, *ship*, 292.*

PLYMOUTH, MASS. :

Hannah, *schooner*, 180, 182.

SAG HARBOR, N. Y. :

Henry, *ship*, 268, 274, 280, 286, 304, 312, 318, 328, 340, 348, 370, 382, 432, 458.*
Hannibal, *ship*, 230, 240, 246, 248,* 252, 256, 258, 262, 268, 274, 280, 286, 294, 304, 312, 318, 328, 348, 370, 382, 396, 406, 432.*
Hudson, *ship*, 304,* 312, 318, 328, 340, 360, 396, 418.*
Hamilton, *ship*, 328, 348, 370, 396, 418, 432.
Hamilton, *ship*, 360, 370, 406.*
Huron, *ship*, 370,* 396, 406, 432.* (From Hudson.)
Henry Lee, *ship*, 393, 432.
Henry, *ship*, 406.*
Helen, *ship*, 406.*

STONINGTON, CONN. :

Hydaspe, *ship*, 246.*
Hersilia, *ship*, 246.
Henry, *brig*, 322, 360, 370.*
Herald, *ship*, 384,* 406, 430.* (From Dorchester.)

SALEM, MASS. :

Henry, *bark*, 384, 430.*

SAN FRANCISCO, CAL. :

H. Thompson, *bark*, 512.
Herald, *ship*, 532.
Hopewell, *schooner*, 532.
Henry, *schooner*, 546.*

WARREN, R. I. :

Hoogley, *ship*, 320,* 338, 370,* 414, 464, 510.*
Hector, *bark*, 394,* 428, 456, 474, 510, 542.*
Henry Tuke, *ship*, 414.*
Hopewell, *ship*, 414.*
Harvest, *bark*, 428.*

WESTPORT, MASS. :

Hero, *bark*, 214.
Harbinger, *ship*, 390,* 426, 456,* 484.*

I.

BOSTON, MASS. :

Industry, *schooner*, 180.
Imogene, *brig*, 386, 392.* (See Provincetown.)

FAIRHAVEN, MASS. :

Isabella, *ship*, 222, 308,* *bark*, 316, 346, 376. (See New Bedford.)
Iowa, *ship*, 506,* 538.*

GREENPORT, N. Y. :

Italy, *ship*, 450, 490, 522.*

NEWBURGH, N. Y. :

Illinois, *ship*, 304, 320. (Probably afterwards of Sag Harbor.)

NANTUCKET, MASS. :

Industry, *ship*, 182, 186, 188, 196,* 198, (2 places,) 202, 208, 212, 216, 222, 224, 228.*
Indus, *brig*, 220, 222; *ship*, 228,* 242,* 248.*
Independence, *ship*, 222,* 232, 248, 258, 270, 300.*

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NANTUCKET, MASS.—Continued.

Improvement, *ship*, 222, 232, 248.*
 Independence 2d, *ship*, 228,* 242, 254.
 Industry, *schooner*, 236.
 Iris, *sloop*, 236, 260, 346, 376.
 Industry, *brig*, 242.*
 Islander, *bark*, 540.* 590.* (See New Bedford.)

NEW BEDFORD, MASS.:

Industry, *sloop*, 186, 190, 192,* 194.
 Industry, *brig*, 220. (See Westport.)
 Independence, *ship*, 226, 232, 238, 252, 254, 266, 282, 314.*
 Iris, *ship*, 230, 236, 238, 254, 266, 282, 314, 354, 398, 444, 468, 502, 514.*
 Indian Chief, *brig*, 238, 242, 252.
 India, *ship*, 262, 276, 306, 344, 364, 398, 422, 452, 478,* 524, 558.*
 Isaac Howland, *ship*, 266, 282, 314, 354, 398,* 422, 452, 478, 514, 568, 598.*
 Isabella, *ship*, 282, 374, 422, 452.* (See Fairhaven.)
 Israel, *ship*, 374,* 398, 434.*
 Inez, *ship*, 422.*
 Inga, *brig*, 452.*
 Illinois, *ship*, 468,* 502, 568, 598; *bark*, 642. (From Sag Harbor.)
 Ionia, *bark*, 478,* 514, 558.
 Ionia, *bark*, 618.*
 Isabella, *bark*, 492,* 524, 568, 592.*
 Islander, *bark*, 604,* 640.* (From Nantucket.)
 Irving, *schooner*, 624,* 636.*

NEW LONDON, CONN.:

Indian Chief, *ship*, 312,* 328, 348, 394, 418, 450,* 488,* 544.*
 Iris, *ship*, 328; *bark*, 418, 496,* 544.*
 India, *ship*, 418,* 450, 474, 520.*
 Isaac Hicks, *ship*, 418,* 458, 488, 544,* 564.
 Isaac Walton, *ship*, 418.*
 Isabella, *brig*, 596, 608, 622, 634, 642, 648, 654.
 Isabel, *schooner*, 600.*

PROVINCETOWN, MASS.:

Imogene, *brig*, 314, 322, 332, 342, 348, 362.* (See Boston.)

SAG HARBOR, N. Y.:

Illinois, *ship*, 406,* 432, 450.* (Probably formerly of Newburg.) (See New Bedford.)
 Italy, *ship*, 418.*

SALEM, MASS.:

Izette, *bark*, 286,* 292, 310, 318, 338, 370.

WAREHAM, MASS.:

Inga, *brig*, 360, 372, 380, 390, 402, 424, 440.*

WESTPORT, MASS.:

Industry, *brig*, 218, 224, 226, 230, 234, 238, 244, 248, 256, 262, 268, 270, 284, 292, 302, 318.* (See New Bedford.)

J.

BOSTON, MASS.:

Jenney, *schooner*, 198.
 John, *brig*, 222,* 224, 228, 262.
 John, *ship*, 230, 238.
 Jasper, *ship*, 286. (See Fairhaven.)

DORCHESTER, MASS.:

Julia, *bark*, 332.

EDGARTOWN, MASS.:

John, *ship*, 234, 256, 272.

FAIRHAVEN, MASS.:

Java, *ship*, 268, 276, 282, 290, 298, 316, 346, 376, 426, 462,* 516.* (See New Bedford.)
 Jasper, *ship*, 290, 298, 308, 316, 336, 356.* (See Boston.)

FAIRHAVEN, MASS.—Continued.

Joseph Maxwell, *ship*, 298, 326, 336, 346, 366, 400, 454, 494; *bark*, 528,* 570, 594.*
 (See New Bedford.)
 James Munroe, *ship*, 366, 412, 446.* (From Hudson.)
 John A. Robb, *ship*, 424,* 462, 506, 552.*
 John Coggeshall, *ship*, 494,* 528.* (From New Bedford; which see.)
 Japan, *ship*, 528.* (See New Bedford.)
 John Hathaway, *brig*, 612.*
 John Randolph, *schooner*, 618.*

HUDSON, N. Y.:

Juno, *ship*, 202.
 James Munroe, *ship*, 304,* 312. (See Fairhaven.)

MATTAPOISETT, OR ROCHESTER, MASS.:

Joseph Meigs, *ship*, 390,* 414.* (See New Bedford.)

MARION, OR SIPPICAN, MASS.:

Juno, *brig*, 424.*
 James, *schooner*, 538,* 552, 570, 578, 582, 588, 594.* (From New Bedford.)

NANTUCKET, MASS.:

Juno, *ship*, 188, 216.*
 Joanna, —, 190.
 Julianna, *sloop*, 196.
 John Gay, *ship*, 198, (2 places,) 202, 204, 208, 210, 212, 216, 224,* 242, 254,* 266.*
 John and James, *ship*, 208, (2 places.)
 John Adams, *ship*, 216,* 236,* 250, 260, 270, 278, 284, 290, 300, 318, 336, 376,* 426.
 John, *ship*, 216.
 Juno, *schooner*, 220, 224,* 228.
 John, *sloop*, 220.
 John Adams 2d, *ship*, 228, 236, 258, 270.
 Japan, *ship*, 242,* 254, 270, 290, 308, 346, 376, 426.
 Jones Hale, *sloop*, 308.*
 Jefferson, *ship*, 326, 366.*
 James Loper, *ship*, 346,* 390, 438, 484, 528.*
 Joseph Starbuck, *ship*, 346,* 390.*

NEWARK, N. J.:

John Wells, *ship*, 322,* 342, 362, 384. (See Sag Harbor.)

NEW BEDFORD, MASS.:

James, *ship*, 192.
 Juno, *ship*, 194, 238.
 Jefferson, *ship*, 206.*
 Juno, *brig*, 226, 232, 242, 258, 262, 272, 276, 324,* 344, 354, 364, 386, 398.*
 Java, *ship*, 272, 276, 282, 288, 296, 314, 334, 354, 374; *bark*, 524,* 574, 598, 630, 642.*
 (See Fairhaven.)
 Jasper, *ship*, 276,* 324; *bark*, 334, 344, 354, 364, 386, 408, 434, 468.*
 John, *ship*, 276, 288, 296, 306, 324, 344, 364, 408, 452, 492.*
 John Howland, *ship*, 276, 288,* 324, 354, 398, 444, 480, 514, 560;* *bark*, 598,* 642.
 John Adams, *ship*, 282, 314, 334, 354, 374, 408.* (From Nantucket.)
 James, *ship*, 296, 354, 386,* 452, 586, 604.*
 Julian, *ship*, 314, 354, 374, 408, 444,* 480, 514, 560.*
 James, *ship*, 314, 334, 422,* 480, 514, 560, 642, 652.
 John and Edward, *ship*, 374, 408,* 444, 480, 524.* (From New London.)
 Junior, *ship*, 374, 410, 444, 468,* 502, 548, 560.*
 Junius, *bark*, 386,* 422, 468.*
 Jeanette, *ship*, 386,* 422,* 452, 468, 514, 560.*
 Java, *ship*, 398, 422, 452,* 492.
 James Allen, *ship*, 408,* 452, 480, 524; *bark*, 568,* 604, 642.*
 Juno, *brig*, 410.*
 James Maury, *ship*, 422,* 452, 480, 524, 568, 598;* *bark*, 624.* (From Salem.)
 J. E. Donnell, *bark*, 422,* 460, 480, 502.*
 John Coggeshall, *ship*, 444,* 574.* (From Newport. See Fairhaven.)
 John Wells, *ship*, 468,* 514; *bark*, 548,* 582, 604,* 630.* (From Sag Harbor.)
 Joseph Meigs, *ship*, 468,* 514, 560.* (From Mattapoisett.)
 James Andrews, *bark*, 480,* 502.*
 James Edward, *ship*, 480.*
 James Edward, *ship*, 524.*
 Jireh Perry, *ship*, 492,* 534,* 574, 598,* 624, 640, 652.

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NEW BEDFORD, MASS.—Continued.

John A. Parker, *bark*, 492,* 548.*
 Joseph Butler, *bark*, 492,* 514.*
 James Arnold, *ship*, 502,* 548, 586, 598, 610, 630, 648.
 Jireh Swift, *ship*, 502,* *bark*, 548,* 586.*
 John Dawson, *bark*, 502,* 524, 568, 586, 598, 618, 636, 642, 652.
 Joshua Bragdon, *bark*, 502,* 548, 582.*
 James, *schooner*, 524.* (Sold to Sippican, Marion.)
 J. D. Thompson, *bark*, 524,* 558.* (See New London.)
 Josephine, *ship*, 536,* 568,* 592, 618, 640, 652.* (From Sag Harbor.)
 Java 2d, *bark*, 548,* 574, 598, 618,* 642.* (From Fairhaven.)
 John P. West, *bark*, 560,* 592,* 624, 640.
 Joseph Grinnell, *bark*, 560.*
 Japan, *ship*, 568.* (From Fairhaven.)
 John Carver, *bark*, 610,* 636,* 652.*
 J. W. Dodge, *schooner*, 618,* 624.*
 Joseph Maxwell, *bark*, 624,* 642.* (From Fairhaven.)
 Janet, *bark*, 648, 652. (From Westport.)
 John J. Winthrop, *bark*, 654.

NEW YORK, N. Y.:

Josephus, —, 188.
 Julia, *brig*, 320.

NEWPORT, R. I.:

James Munroe, *sloop*, 240.
 John Coggeshall, *ship*, 286,* 322, 362, 404.* (See New Bedford.)

NEW LONDON, CONN.:

Jones, *ship*, 244, 250, 252, 256, 258, 264, 270, 272, 280, 294, 312, 320, 340, 358, 378.*
 John and Edward, *ship*, 270, 272, 280, 312,* 320, 340,* 348.* (See New Bedford.)
 Julius Caesar, *ship*, 286, 294, 312, 320, 328, 340, 348, 358, 368, 378, 404, 418, 450, 466, 488, 510, 544.*
 Jason, *bark*, 286,* 320, 328, 340, 358, 378, 394, 418, 440.
 John and Elizabeth, *ship*, 328, 348, 368, 394, 418, 450, 474, 532, 544.*
 Jefferson, *ship*, 418,* 432, 450, 466, 488, 510.* (From Wilmington.)
 John E. Smith, *schooner*, 488,* 532,* 544, 556.*
 J. E. Comstock, *schooner*, 556.*
 J. D. Thompson, *bark*, 596,* 630.* (From New Bedford.)

PLYMOUTH, MASS.:

James Munroe, *brig*, 342, 352, 372, 380, 392.*

PROVINCETOWN, MASS.:

John B. Dods, *brig*, 378, 392, 402, 414.
 Joshua Brown, *schooner*, 392, 414,* 428.
 Jane Howes, *brig*, 428,* 464, 472, 486, 498.
 John Adams, *schooner*, 428, 438, 448, 456, 464, 472, 486, 498, 508,* 520, 530, 542, 564, 572, 584.*
 J. H. Duvall, *bark*, 542,* 580.*
 J. Taylor, *schooner*, 614, 622.*
 John A. Lewis, *schooner*, 614,* 622, 628.*
 J. H. Collins, *schooner*, 620,* 634.*
 Joseph Lindsey, *schooner*, 622.*
 John Atwood, *schooner*, 644.*

SAG HARBOR, N. Y.:

Jefferson, *ship*, 210, 450, 476, 512, 558.*
 Julius Caesar, *ship*, 234, 240.
 John Jay, *ship*, 396,* 432.
 Josephine, *ship*, 406,* 442.* (See New Bedford.)
 John Wells, *ship*, 418,* 442.* (From Newark. See New Bedford.)

SALEM, MASS.:

James Maury, *ship*, 302,* 338, 384.* (See New Bedford.)

SOMERSET, MASS.:

Jane, *bark*, 380, 404.*

SAN FRANCISCO, CAL.:

Jupiter, *schooner*, 512.

WARREN, R. I.:

Jane, *ship*, 338, 370, 402.

WESTPORT:

Juno, *brig*, 336, 342, 350, 362, 370, 390, 400.

Janet, *bark*, 438,* 456, 496, 528, 572, 600, 612, 632.* (See New Bedford.)

WILMINGTON, DEL.:

Jefferson, *ship*, 360,* 384. (See New London.)

K.

FAIRHAVEN, MASS.:

Kingston, *ship*, 454.* (From Nantucket.)

Kingfisher, *schooner*, 582.*

GREENPORT, N. Y.:

Kanawha, *bark*, 532.*

NANTUCKET, MASS.:

Kingston, *ship*, 242,* 254,* 266,* 290, 326, 366.* (See Fairhaven.)

Kirkwood, *brig*, 446.*

Key West, *schooner*, 564.

NEW BEDFORD, MASS.:

Keziah, —, 190,* (2 places.)

Kutusoff, *ship*, 374, 422, 452, 480,* 524.*

Kathleen, *bark*, 492,* 524, 548, 574, 598,* 618, 640, 652.

Kensington, *ship*, 492,* 548.*

Keoka, *bark*, 502.* (See Westport.)

Kingfisher, *ship*, 502.*

Kingfisher, *bark*, 536,* 574.

SAG HARBOR, N. Y.:

Konohassett, *ship*, 432.*

WESTPORT, MASS.:

Kate Cory, *schooner*, 538,* 552; *brig*, 562,* 582, 588.*

Keoka, *bark*, 552.* (From New Bedford.)

L.

BOSTON, MASS.:

Lucy, *schooner*, 180.

Lewis Bruce, *brig*, 596.* (From Orleans.)

Louisa A, *schooner*, 608,* 622,* 654.*

BRISTOL, R. I.:

Leonidas, *ship*, 264, 280, 302,* 380, 402.*

Lemuel C. Richmond, *ship*, 310.* (See New Bedford.)

BEVERLY, Mass.:

Lady Suffolk, *bark*, 508,* 520, 542, 554,* 570.*

DARTMOUTH, MASS.:

Liverpool, *bark*, 550.* (From New Bedford.)

DORCHESTER, MASS.:

Lewis, *bark*, 322,* 342. (From Gloucester.)

EDGARTOWN, MASS.:

Loan, *ship*, 228, 238, 250, 256, 268, 288, 308, 346.

Louisa Sears, *bark*, 540,* 572.*

Linda Stewart, *bark*, 620.* (See New Bedford.)

FAIRHAVEN, MASS.:

Liberty, *schooner*, 218,* 222.

Leonidas, *ship*, 234, 258, 262, 268, 272, 284, 290, 298, 308, 326, 336, 356, 400, 436, 462.*

London Packet, *ship*, 308, 326, 356, 400, 446.*

Lagrange, *bark*, 356, 376,* 424, 470, 516.* (See New Bedford.)

Lydin, *ship*, 424,* 456, 482, 514, 576.* (From Nantucket. See New London.)

Lively, *schooner*, 482.*

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FALL RIVER, MASS.:

Leonidas, *brig*, 380,* 392, 402, 428,* 448.* (See Westport.)

GLOUCESTER, MASS.:

Lewis, *ship*, 300, 306. (See Dorchester.)

GREENPORT, N. Y.:

Lucy Ann, *ship*, 418, 450.* (From Wilmington.)

HUDSON, N. Y.:

Liberty, —, 182.

LYNN, MASS.:

Louisa, *ship*, 284, 292, 296, 306, 310, 330, 338, 348.*

MARBLEHEAD, MASS.:

Lavalette, *schooner*, 244.

MATTAPOISETT, OR ROCHESTER, MASS.:

Lexington, *schooner*, 284.

Laurel, *schooner*, 284, 292, 300, 308, 322, 326.

Le Barron, *brig*, 336, 346, 366, 379.* (See Newport.)

Lagrange, *brig*, 336, 346, 356, 366, 379, 402, 436.*

MYSTIC, CONN.:

Leander, *bark*, 382, 406, 473, 448,* 474,* 496, 522, 544, 566.*

Lion, *schooner*, 496,* 512.*

NANTUCKET, MASS.:

Leo, *brig*, 186, 188, (2 places,) 192,* 194, 198, 200, 206, 208, (2 places,) 210, 212, (2 places,) 216; *ship*, 222, 226, 232.*

Lydia, *ship*, 188, 192,* 196,* 198, 200, 202, 204, 206, 208, (2 places,) 210,* 212, 216, 220, 222,* 242,* 254, 260, 278, 300.*

Lion, *ship*, 192, 206, 208, 212, 236.*

Lady Adams, *ship*, 198, 208, 210, 212, 216, 222, 232, 242.*

Lima, *ship*, 202, 208,* 212, 214, 216, 224, 232, 250, 260, 284, 308, 346, 390.*

Liberty, *brig*, 220.

Leander, *ship*, 228.*

Lucy, *brig*, 232.

Liberty, *schooner*, 232.

Lively, *schooner*, 232.

Loper, *ship*, 236, 250, 260, 270,* 278, 290.*

Lexington, *schooner*, 290, 300,* 308, 326, 366,* 456.

Levi Starbuck, *ship*, 300,* 336, 376, 426.* (See New Bedford.)

Lexington, *ship*, 326,* 412, 508, 540.*

Lydia, *ship*, 366.* (See Fairhaven.)

Laura, *schooner*, 456.

NEW BEDFORD, MASS.:

Lively, —, 188.

Lydia, *schooner*, 198.

Lucy, *schooner*, 200, 202.

Lucy, *brig*, 204, 208.

Laura, *schooner*, 232, 238.

Lorenzo, *ship*, 232.*

Loring, *ship*, 238.*

Lyra, *ship*, 248, 254, 266.*

Lancaster, *ship*, 266, 282, 306, 344, 386, 422, 452,* 480, 514, 560.*

Logan, *ship*, 258,* 276, 306, 344, 388, 410,* 444, 480, 514.*

Lender, *bark*, 276, 316.* (See Westport.)

Liverpool, *ship*, 282, 298, 316, 324,* 344, 364, 388,* 410, 444, 468, 502.* (See Dartmouth.)

London Packet, *ship*, 288, 296, 324, 344; *bark*, 364, 410, 452.*

Lucas, *ship*, 296, 314, 324, 344, 354, 388, 398.*

Lalla Rookh, *ship*, 316,* 334, 364, 410, 454.*

Lemuel C. Richmond, *ship*, 334, 374,* 410, 454, 480, 514, 548.* (From Bristol.)

Laurel, *schooner*, 334, 344; *brig*, 354, 364,* 374,* 388.

Lafayette, *ship*, 364,* 410, 444.*

Lagoda, *ship*, 374, 398, 434, 468, 502,* 536, 574, 598, 624, 646.

Lewis, *bark*, 374.

Leonidas, *ship*, 386, 422, 468, 514; *bark*, 560.*

Liverpool 2d, *ship*, 428,* 444, 480.*

NEW BEDFORD, MASS.—Continued.

Le Baron, *bark*, 444.* (From Newport.)
 Levi Starbuck, *ship*, 468,* 502, 548, 586.* (From Nantucket.)
 Louisiana, *ship*, 468,* 502, 560, 598.
 Louisa, *ship*, 468,* 502; *bark*, 536, 582, 604, 630, 648.
 Lexington, *bark*, 480,* 502, 514.* (From Providence.)
 Lafayette, *bark*, 492,* 536, 586.* (From Warren.)
 Laetitia, *bark*, 492,* 548, 574; 598, 624, 644, 652.
 Lancer, *ship*, 492,* 536,* 574, 604, 630,* 652.
 Lapwing, *ship*, 502,* 536, 576.*
 Lewis, *ship*, 410, 460, 502,* 548.*
 Lagrange, *bark*, 544.* (From Fairhaven.)
 Lafayette, *ship*, 582.
 Leonidas, *bark*, 598,* 604, 618, 630. (From Westport.)
 Lydia, *bark*, 604,* 630,* 648.
 Laconia, *bark*, 610,* 624, 640, 654.
 Live Oak, *bark*, 630.*
 Linda Stewart, *bark*, 652. (From Edgartown.)

NEW LONDON, CONN.:

Lydia, *ship*, 206, (2 places,) 208.
 Leonidas, *ship*, 206,* (2 places,) 208.*
 Lowell, *ship*, 404,* 430.*
 Louvre, *ship*, 418.*
 Leader, *schooner*, 430.*
 Lark, *bark*, 450,* 474, 510, 556.
 Laurens, *ship*, 532,* 556. (From Sag Harbor.)
 Leader, *schooner*, 600, 616.
 Lydia, *bark*, 600.* (From Fairhaven.)
 L. P. Simmons, *schooner*, 654, 658. (See Provincetown and New York.)

NEWPORT, R. I.:

Liberty, *brig*, 220.
 Le Barron, *bark*, 416.* (From Mattapoisett.) (See New Bedford.)

NEW YORK, N. Y.:

Louisa, *ship*, 268.*
 Logan, *ship*, 268.*
 Lizzie P. Simmons, *schooner*, 646,* 648.* (From Provincetown.) (See New London.)

NEWBURYPORT, MASS.:

Life Boat, *schooner*, 622,* 628.*

ORLEANS, MASS.:

Lewis Bruce, *brig*, 508,* 520, 530, 542, 572, 580.* (From Provincetown.) (See Boston.)

PROVINCETOWN, MASS.:

Laurel, *brig*, 236, 240, 244.
 Louisa, *schooner*, 332, 342, 392, 414, 428, 438, 448, 456, 464, 472, 498, 508, 520, 530.*
 Lewis Bruce, *brig*, 464, 472,* 486, 494.* (See Orleans.)
 Lizzie P. Simmons, *schooner*, 614,* 628. (See New York and New Bedford.)
 Lizzie J. Bigelow, *schooner*, 628.*
 Lottie E. Cook, *schooner*, 654,* 656.

PROVIDENCE, R. I.:

Lexington, *ship*, 380, 428.* (See New Bedford.)
 Lion, *ship*, 380, 428, 464, 520.*

PLYMOUTH, MASS.:

Levant, *ship*, 296.

RHODE ISLAND.†

L., *schooner*, 184.

SALEM, MASS.:

Lydia, *ship*, 318,* 338.

SAN FRANCISCO, CAL.:

Leonore, *ship*, 532.
 Leverett, *brig*, 546.

† Probably should be Newport.

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SAG HARBOR, N. Y. :

Lucy, *brig*, 180,* 184, 190.
Lavinia, *ship*, 210.
Levant, *ship*, 418,* 450, 490.*
Laurens, *bark*, 432.* (See New London.)

WARREN, R. I. :

Luminary, *ship*, 302, 338, 370, 414,* 456.*
Lafayette, *ship*, 394, 428, 456.* (See New Bedford.)

WAREHAM, MASS. :

Levant, *bark*, 390.*

WESTPORT, MASS. :

Leader, *bark*, 370. (From New Bedford.)
Leonidas, *brig*, 446,* 470, 484, 518, 528, 552, 562, 578.* (See New Bedford.)

WILMINGTON, DEL. :

Lucy Ann, *ship*, 320, 342, 360, 384.* (See Greenport.)

M.

BOSTON, MASS. :

Mars, *schooner*, 188.
Margaret, *brig*, 342.*
Maine, *brig*, 386, 392,* 402.*
Money Hill, *schooner*, 622.*

BALTIMORE, MD. :

Monticello, *schooner*, 306.

BRISTOL, R. I. :

Moro Castle, *brig*, 392.*

BARNSTABLE, MASS. :

March, *brig*, 440.* (See Yarmouth.)

COLD SPRING, N. Y. :

Monmouth, *bark*, 382, 396, 406, 442, 490, 522, 558.* (From Sag Harbor.)

DARTMOUTH, MASS. :

Matilda Sears, *bark*, 538,* 578, 606, 632, 646.

EDGARTOWN, MASS. :

Meridian, *ship*, 268,* 288, 308.*
May Ann, *ship*, 272.*
Mary, *ship*, 326,* 346, 384, 412,* 456, 498,* 540, 584, 612.*
Milton, *bark*, 412.*
Monterey, *schooner*, 506,* 530.*
Mary Frazier, *bark*, 656. (From New Bedford.)

FAIRHAVEN, MASS. :

Mentor, *brig*, 262,* 268, 272.
Maine, *ship*, 272, 276,* 290, 308, 324, 346, 366, 388, 436.*
Marcus, *ship*, 276, 298, 336, 366, 412,* 446, 470.*
Marcia, *ship*, 290, 298, 316, 336, 346, 356, 376. (See New Bedford.)
Martha, *ship*, 326, 346, 376, 424, 454, 494, 552.*
Martha 2d, *ship*, 326, 346, 366, 412, 454, 494, 538.*
Mary Ann, *ship*, 346, 388, 436, 470, 516, 562.*

FALL RIVER, MASS. :

Montezuma, *brig*, 372.

GLOUCESTER, MASS. :

Mount Wollaston, *ship*, 300, 310.

HOLMES'S HOLE, MASS. :

Macon, *ship*, 362, 388.*
Malta, *brig*, 426,* 448; *bark*, 472.*

HUDSON, N. Y. :

Meteor, *ship*, 278,* 306.
Martha, *ship*, 288, 304,* 350, 360, 384.* (See New York and Sag Harbor.)

MATTAPOISETT, OR ROCHESTER, MASS. :

Magnolia, schooner, 260, 262, 268, 274.
Mattapoisett, brig, 326, 336, 346, 356, 378, 390, 414.* (See Westport.)
Massasoit, bark, 484,* 496, 518, 562.*
March, brig, 508,* 528, 540, 562, 578. (From New Bedford.)
Mary Ann, bark, 540,* 562. (From New Bedford.)

MYSTIC, CONN. :

Meteor, ship, 312, 330, 350, 360, 372, 394, 420, 458, 490.*

NEWBURYPORT, MASS. :

Merrimac, ship, 302,* 338, 368, 392.* (See New London.)

NANTUCKET, MASS. :

Minerva, ship, 186, 188, (2 places,) 190, 198, 210, 212, 216.
Mary Ann, ship, 186, 188, (2 places,) 196, 198, 202, 210, 212.*
Manilla, ship, 186, 188, 202, 212.*
Maria, ship, 188, (2 places.)
Mars, ship, 192, 194, 198, 202, 204, 208, 210, 212.
Margaret, ship, 200.
Mary, ship, 204.
Mount Hope, schooner, 208, 212, 214.*
Monticello, ship, 208, 212.*
Martha, ship, 216,* 228, 236, 258, 266, 270, 300, 334, 376,* 426.
Maria, schooner, 216.
Mason's Daughter, sloop, 216,* 220, 222, 232,* 236.*
Morning Star, schooner, 220.
Mars, ship, 220,* 228,* 242, 254,* 266.*
Minerva, ship, 226.*
Maria, ship, 242,* 254, 266, 290, 326, 366, 390, 438,* 472.*
Mary Mitchell, ship, 260,* 284,* 318, 346,* 390.*
McDonough, sloop, 266.*
Montano, ship, 270,* 300,* 336, 356, 376, 426.*
Mary, ship, 284,* 318, 356,* 400, 446, 498, 540.*
Mariner, ship, 290,* 326, 366, 412, 462.*
Mount Vernon, ship, 290,* 318, 356, 412.* (See New Bedford.)
Maria, sloop, 334.
Monticello, ship, 376,* 426, 472, 510.* (See New London.)
Massachusetts, ship, 376,* 426, 456, 484, 508, 540.* (See San Francisco.)
Mohawk, ship, 472,* 518, 572.*
Memnon, ship, 498.*
Martha Wrightington, bark, 612.*

NEW BEDFORD, MASS. :

Mary, brig, 190, 218, 222, 226,* 242.*
Maria, ship, 194, 196, (2 places,) 200, 204, (2 places,) 206, 208, 210, 214, 218,, 222, 230, 232, 242, 256,* 266, 282, 306, 324,* 344; *bark*, 374, 398, 434, 460,* 494, 536, 568.*
Martha, ship, 208, 210, (2 places,) 218, 220, 222, 226, 230, 232, 242, 248, 252, 254, 258, 262, 266, 276,* 298, 306. (See Fairhaven.)
Milwood, ship, 222, 226, 232, 238, 244, 248, 252, 256, 258, 262, 266, 272, 278,* 298; *bark*, 324, 344, 364, 378, 410, 434, 480, 516, 548, 586, 598, 604, 618, 630, 640.*
Minerva, ship, 226, 230, 238.
Midna, ship, 226,* 230, 232, 238, 244, 248, 252, 256, 258, 262, 272, 276, 282, 288, 298, 334, 388, 410, 444, 468, 502; *bark*, 548,* 582, 604, 630, 652.
Mercator, ship, 226, 230, 238, 244, 256, 266, 272, 276, 282, 288,* 298,* 324, 364, 398, 422; *bark*, 468, 494.
Minerva, brig, 230, 232, 244, 252, 256, 262.
Minerva Smyth, ship, 232, 262, 276, 298, 324, 364, 410, 422, 454, 494, 526, 560,* 598,* 604, 610.*
Maria Theresa, ship, 233, 248, 254,* 266, 282, 316, 324, 344, 364, 388,* 422,* 444, 480, 514, 548.*
Maryland, ship, 238.*
Mercury, ship, 244, 254, 266, 282, 288, 298, 331, 374, 410,* 454, 494; *bark*, 524, 568, 592, 630, 646, 654.
Massachusetts, ship, 244.*
Missouri, ship, 256, 258.
Mentor, ship, 276, 282.*
Minerva, bark, 276, 282, 298,* 324, 354, 364, 388, 398, 444.
Martha, ship, 276.*
Mary Ann, ship, 276.* (See Mattapoisett.)

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NEW BEDFORD, MASS.—Continued.

Milo, *ship*, 276, 316,* 344,* 398, 434, 460, 480, 526, 568, 592.*
 Mayflower, *ship*, 282, 306, 354, 374,* 410.* (See San Francisco.)
 Magnolia, *ship*, 282, 306, 344, 388, 422,* 480, 514, 560.*
 Mentor, *brig*, 282.* (From Westport.)
 Milton, *ship*, 288, 324, 354, 388, 410, 444, 480, 536, 576, 604, 630, 646.
 Messenger, *ship*, 288, 316, 334, 354,* 374, 398, 444, 480, 524; *bark*, 568.
 Mary Ann, *brig*, 288; *bark*, 298.
 Mary, *ship*, 298.*
 Moss, *ship*, 298, 334,* 364.*
 Mary, *ship*, 324, 344, 354, 388, 410, 444, 468,* 494, 514,* 536; *bark*, 576,* 592.*
 Minerva, *ship*, 324, 331,* 354, 388, 410, 444, 468, 504, 536.*
 Mount Vernon, *ship*, 324, 334, 364, 398, 434.
 Massachusetts, *ship*, 324,* 364, 410, 454,* 480; *bark*, 536,* 576, 604, 636.*
 Marcella, *bark*, 324, 364, 388, 410,* 444, 468,* 502, 536, 560, 586, 604, 618, 630, 646, 654.
 Montpelier, *ship*, 354, 388, 410, 444, 468, 504.*
 Mobile, *ship*, 364, 410, 454.*
 Margaret Scott, *ship*, 374,* 410, 444, 480; *bark*, 524,* 548.*
 Mars, *bark*, 374,* 422, 454, 494, 536, 576, 604, 630, 648.
 Moctezuma, *ship*, 374, 410, 444, 480, 516,* 548.*
 Metacom, *ship*, 374, 422, 454, 468,* 502, 548.* (From Warren.)
 Majestic, *ship*, 388,* 410, 454, 480, 502, 548,* 582.
 Mary Frazier, *bark*, 388,* 460, 502, 536, 576, 604, 618,* 640.* (See Edgartown.)
 Morea, *ship*, 410,* 444, 468,* 504, 536.*
 Marcia, *ship*, 410,* 444, 468, 502, 548.* (From Fairhaven.)
 Marengo, *ship*, 422, 454, 480, 524, 568, 610, 640.*
 Menkar, *ship*, 422,* 454, 480, 514.* (From Newport.)
 Minerva 2d, *ship*, 422, 454, 480, 526; *bark*, 576,* 598,* 624.*
 Mount Wollaston, *ship*, 422, 462, 504, 560, 588, 618,* 644.* (From Salem.)
 Montezuma, *bark*, 434,* 460, 494,* 526, 536, 560.* (From Wareham.)
 Mexican, *ship*, 454.*
 Mount Vernon, *ship*, 460,* 498,* 526.* (From Nantucket.)
 March, *brig*, 468,* 494.* (See Mattapoisett.)
 Montreal, *ship*, 468,* 504, 548.*
 Monongahela, *ship*, 468.*
 Martha, *bark*, 470,* 514, 560, 592, 624, 644.* (From Newport.)
 Manuel Orteiz, *bark*, 480,* 514, 548.*
 Mary and Martha, *ship*, 480.* (From Plymouth.)
 Martha 2d, *ship*, 480,* 514, 560, 586.*
 Malta, *ship*, 492,* 514, 536.*
 Mary Wilder, *ship*, 494,* 514, 548, 576.*
 Montgomery, *bark*, 494,* 526,* 560.*
 Mary Ann, *bark*, 502,* 560.* (See Mattapoisett.)
 Miantonomi, *ship*, 504.*
 Morning Star, *bark*, 504,* 548, 586, 598, 610, 626, 646.*
 Matthew Luce, *bark*, 514,* 560.*
 Marion, *bark*, 524,* 568.
 Millinocket, *bark*, 524, 568.* (From Warren.)
 Merlin, *bark*, 536,* 576, 592, 624, 644, 654.
 Morning Light, *ship*, 536,* 568.*
 Mary and Susan, *ship*, 548,* 576, 598,* 618, 636, 648.
 Mattapoisett, *bark*, 684,* 654. (From Westport.)
 Minnesota, *ship*, 654.* (See New York.)

NEW LONDON, CONN.:

Mary, *brig*, 234, 240.
 Mary Ann, *brig*, 234, 240.
 Manchester Packet, *ship*, 270, 272, 280, 294, 302.*
 Mentor, *ship*, 280, 286, 294,* 323, 358, 378, 404, 430.*
 Montgomery, *schooner*, 294, 304.
 McDonough, *schooner*, 294, 348.
 Montezuma, *ship*, 378, 418,* 458,* 488, 520, 556.*
 Mogul, *ship*, 394, 418, 450, 488, 510.
 Merrimack, *ship*, 418,* 450, 474; *bark*, 556*. (From Newburyport.)
 Morrison, *ship*, 418.*
 McClellan, *ship*, 440,* 450, 466, 474, 488.*
 Marcia, *schooner*, 488, 510, 544.*
 Mechanic, *schooner*, 510.*
 Mary Powell, *schooner*, 556,* 564.*
 Monticello, *bark*, 580,* 590, 602, 608.* (From Nantucket.)

NEW YORK, N. Y.:

- Maryland, *ship*, 194.*
 Martha, *ship*, 294. (See Hudson.)
 Mobile, *ship*, 294.
 Medina, *brig*, 320.*
 Minnesota, *ship*, 616,* 630.* (See New Bedford.)

NEWPORT, R. I.:

- Martha, *ship*, 302, 322,* 338, 380, 428. (See New Bedford.)
 Margaret, *ship*, 332, 352, 380.*
 Mechanic, *ship*, 352, 488,* 532.*
 Menkar, *ship*, 380.
 Margaret, *ship*, 458.*

NORWICH, CONN.:

- Miantonomah, *ship*, 196.*

ORLEANS, MASS.:

- Medford, *brig*, 530,* 542, 564.* (From Provincetown.)

PROVINCETOWN, MASS.:

- Margaret, *schooner*, 236, 240.
 Minerva, *schooner*, 236, 240.
 Mary, *schooner*, 246.
 Medford, *schooner*, 414,* 428, 438, 456, 464, 472,* 508.* (See Orleans.)
 Montezuma, *schooner*, 508,* 520, 530, 542, 554, 572, 590, 596, 600, 608, 614, 622, 634, 638, 642,* 644.*
 Mountain Spring, *schooner*, 508,* 520, 530.*
 M. King, *schooner*, 520, 530, 542.
 Metropolis, *schooner*, 564.
 Mermaid, *schooner*, 580.*
 Mary G. Curren, *schooner*, 608,* 614, 622,* 628, 638.*
 M. E. Simmons, *schooner*, 608,* 614, 628, 638, 644, 650, 654, 656.
 Mary D. Leach, *schooner*, 622,* 634.*
 Mary E. Nason, *schooner*, 628.*

PLYMOUTH, MASS.:

- Mayflower, *ship*, 240,* 252, 262. (See New Bedford.)
 Mary and Martha, *ship*, 318, 342, 380.* (See New Bedford.)
 Mercury, *schooner*, 372, 380, 392.*
 Maria, *schooner*, 372.
 Maracaibo, *brig*, 380, 402, 414, 440.*

SAG HARBOR, N. Y.:

- Martha, *ship*, 218, 226.
 Minerva, *ship*, 200, 202, 204.
 Marcus, *ship*, 248, 256, 260, 264, 268, 274, 286, 294, 304, 312, 318, 338, 340, 348, 360, 370, 382, 406,* 432, 450.*
 Monmouth, *ship*, 328, 340, 348, 360, 370, 382.* (See Cold Spring.)
 Manhattan, *ship*, 406.*
 Martha, *ship*, 418. (From Hudson.)
 Mary Gardner, *ship*, 490,* 496, 544, 572.*
 Montauk, *ship*, 522.*
 Myra, *brig*, 574,* 584,* 596, 616, 642.*

SALEM, MASS.:

- Mount Wollaston, *ship*, 328, 350, 370.* (From Gloucester.) (See New Bedford.)
 Mac, *schooner*, 328, 338.
 Malay, *bark*, 338, 358, 392.*
 Margaretta, *bark*, 488,* 500.
 Messenger, *bark*, 520,* 554,* 578.*

SAN FRANCISCO, CAL.:

- Mary Helen, *brig*, 498.
 Mayflower, *ship*, 546. (From New Bedford.)
 Menschikoff, *ship*, 634; *bark*, 638.*
 Massachusetts, *ship*, 634, 638.* (From Nantucket.)
 Manuella, *brig*, 642.*

STONINGTON, CONN.:

- Mercury, *ship*, 322, 328, 348, 370, 394, 416, 442, 458.*
 Mary and Susan, *ship*, 416,* 450, 476.

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TISBURY, MASS.:

Mercy Taylor, *brig*, 620,* 626.*

WAREHAM, MASS.:

Meridian, *brig*, 360, 380.*

Montezuma, *brig*, 380; *bark*, 402.* (See New Bedford.)

WARREN, R. I.:

Magnet, *ship*, 270, 274, 286, 320, 358,* 370, 402, 428.*

Miles, *ship*, 278, 286, 294, 302, 310, 320, 330, 338, 358.*

Metacom, *ship*, 338.* (See New Bedford.)

Montgomery, *ship*, 394, 402.*

Millinocket, *bark*, 456, 500.* (See New Bedford.)

Mary Frances, *ship*, 464,* 500, 556.*

WESTPORT, MASS.:

Mexico, *brig*, 262, 268, 270, 284, 292, 300, 318, 332, 342, 350, 362, 376, 390, 412, 426, 446, 456, 470, 506.*

Mentor, *brig*, 278. (See New Bedford.)

Mattapoisset, *brig*, 446,*; *bark*, 462, 484, 496, 506, 528, 552, 578, 588, 600, 612, 632, 640, 646. (From Mattapoisset.) (See New Bedford.)

Mermaid, *bark*, 578, 606,* 646, 656.

YARMOUTH, MASS.:

March, *brig*, 448,* 464.* (From Barnstable.)

N.

BOSTON, MASS.:

Nancy, *brig*, 180, (2 places,) 182, (2 places.)

Nancy, *schooner*, 180, 182, 190.*

Nancy, *sloop*, 180.

BEVERLY, MASS.:

N. D. Chase, *bark*, 486,* 500, 520, 554,* 578.*

COLD SPRING, N. Y.:

Nathaniel P. Tallmadge, *ship*, 406, 432, 458,* 490.* (From Poughkeepsie.)

DARTMOUTH, MASS.:

Nye, *bark*, 506, 538,* 562.* (See New Bedford.)

EDGARTOWN, MASS.:

Navigator, *ship*, 518,* 562.*

FAIRHAVEN, MASS.:

Navigator, *ship*, 482.*

Niagara, *ship*, 482.*

Northern Light, *ship*, 484,* 528,* 576.*

GREENPORT, N. Y.:

Nila, *ship*, 432,* 458, 490.*

Neva, *ship*, 450, 490, 522.*

HINGHAM, MASS.:

Nancy, *schooner*, 180, 182.

HUDSON, N. Y.:

Nanina, *brig*, 214.*

LYNN, MASS.:

Ninus, *ship*, 318,* 338, 348, 368, 392, 416.*

Nahant, *ship*, 330.*

NANTUCKET, MASS.:

Nantucket, *ship*, 186.

Neutrality, *ship*, 200, 204.

New Packet, *sloop*, 216, 220.

North America, *ship*, 220, 232,* 250.*

Neptune, *schooner*, 308.

Nancy, *sloop*, 214, 216, (2 places,) 242.

Nantucket, *ship*, 336,* 376,* 426, 464, 472, 528.*

Napoleon, *ship*, 346,* 390, 438,* 484.* (See New Bedford.)

NANTUCKET, MASS.—Continued.

Navigator, *ship*, 376,* 426.
 Narraganset, *ship*, 376,* 438, 484, 530.
 Nippon, *ship*, 412.*
 Norman, *ship*, 426,* 456,* 486, 530, 578.* (See New Bedford.)
 Nauticon, *ship*, 456.* (See New Bedford.)
 Nautilus, *bark*, 554.*

NEW BEDFORD, MASS.:

Nancy, *ship*, 196.*
 Nancy, *sloop*, 194.*
 Nautilus, *brig*, 244.
 New England, *ship*, 276.
 Nautilus, *ship*, 276, 282, 306, 344, 388.*
 Nye, *ship*, 282, 288, 324, 354, 410,* 454, 480, 504, 576. (See Dartmouth.)
 Norfolk, *ship*, 288, 298.
 Nile, *ship*, 298, 316, 334, 374, 410.* (See San Francisco.)
 Nassau, *ship*, 298, 334, 374, 436, 470, 504, 536, 576, 592.*
 Newton, *ship*, 324; *bark*, 344, 374, 398,* 436, 462, 480, 516.*
 New Bedford, *ship*, 364, 410, 454, 470.*
 Nimrod, *ship*, 388,* 422, 454, 480,* 516, 548; *bark*, 582,* 592.*
 Navy, *ship*, 398, 422, 454, 480, 526, 568; *bark*, 604,* 632.*
 Niger, *ship*, 410,* 454,* 494, 536, 582.*
 Natchez, *ship*, 480,* 526.*
 Nautilus, *ship*, 480,* 526; *bark*, 568,* 604, 632, 648.
 Nauticon, *ship*, 504.* (From Nantucket.)
 Napoleon, *ship*, 526,* 560, 598, 626, 648. (From Nantucket.)
 Newark, *ship*, 526,* 568.* (From Stonington.)
 Northern Light, *ship*, 582,* 592, 598, 618, 640.
 Norman, *bark*, 604,* 652. (From Nantucket.)
 Niger, *ship*, 610, 636,* 648.

NEWBURYPORT, MASS.:

Newburyport, *ship*, 310.*
 Navy, *ship*, 310, 322, 338, 368.* (See New Bedford.)

NEW LONDON, CONN.:

Neptune, *ship*, 252, 256, 258, 264, 270, 272, 280, 286, 294, 312, 328, 340, 358, 368, 394, 418, 450, 474.*
 Neptune, *schooner*, 286.
 North America, *ship*, 294, 320, 358, 394, 418; *bark*, 450, 466, 488, 532, 564.*
 Nantucket, *ship*, 404.*
 New England, *ship*, 404, 430, 458, 488; *bark*, 520, 556.* (From Poughkeepsie.)
 North Star, *ship*, 474,* 532.*
 N. S. Perkins, *ship*, 496,* 556.
 Northwest, *ship*, 544,* 572. (See ship Bengal, N. L.)
 Nile, *ship*, 564,* 646, 650, 654, 658.

NEW SUFFOLK, N. Y.:

Noble, *bark*, 352, 360, 370, 382, 404.*

NEW YORK, N. Y.:

Neptune, *ship*, 234, 240, 246.

PROVINCETOWN, MASS.:

Nero, *schooner*, 236, 240.
 Neptune, *schooner*, 236, 240, 244.
 Neptune, *brig*, 250.
 N. J. Knights, *schooner*, 554,* 564, 572, 580, 584, 590, 596, 600, 608, 614, 622, 634,* 644,* 646, 650, 656.
 Nellie F. Putnam, *schooner*, 622,* 628, 634.*

POUGHKEEPSIE, N. Y.:

New England, *ship*, 312,* 362,* 372. (See New London.)
 Newark, *ship*, 320, 332,* 362.* (See Stonington.)
 Nathaniel P. Tallmadge, *ship*, 332, 372. (See Cold Spring.)

RHODE ISLAND.*

N, *schooner*, 184. (* Probably of Providence or Newport.)

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SAG HARBOR, N. Y. :

Neptune, *ship*, 264, 280, 286, 294, 304, 312, 318, 328, 340, 360, 372, 406, 432.
 Nimrod, *ship*, 280, 286, 294, 304, 312, 318, 328, * 340, 350, 360, 370, 382, 396 ; *bark*, 418,
 442, 458, 490, 512, * 544, 566. *
 Noble, *bark*, 340, 418, * 442, 460, 490, 512, 532, * 558, 574.
 Niantic, *bark*, 418. * (See Warren.)

SALEM, MASS. :

Nancy, *brig*, 236.

SAN FRANCISCO, CAL. :

Nile, *ship*, 490, (see Note,) 498, 512. (From New Bedford.)
 Nonpareil, *brig*, 522, 532.

STONINGTON, CONN. :

Newark, *ship*, 384, 416, 442, 464, 490. * (From Poughkeepsie.) (See New Bedford.)
 Newburyport, *bark*, 416, * 450, 476, * 512, 544. *

WAREHAM, MASS. :

Nabby, *schooner*, 190.

WARREN, R. I. :

North America, *ship*, 274, 302, 310, 320, 338, 358, * 394. *
 Niantic, *ship*, 456. * (From Sag Harbor.)

WILMINGTON, DEL. :

North America, *ship*, 332, 350. *

BOSTON, MASS. :

Onslow, *brig*, 250.
 Ontario, *schooner*, 434, 440.

EDGARTOWN, MASS. :

Ocmulgee, *ship*, 554, * 590. * (From Holmes's Hole.)
 Omega, *ship*, 554. * (From Nantucket.)

FAIRHAVEN, MASS. :

Oregon, *ship*, 258, 272, 284, 308. *
 Oregon, *ship*, 376, 424, 462, 506, 552. *
 Oscar, *ship*, 290.
 Omega, *ship*, 366, 400, 446, 470, 516, * 552.
 Oiole, *bark*, 552. (See New Bedford.)
 Oxford, *schooner*, 552, * 582 ; * *brig*, 588, * 600, * 606, 612, 618, 626. *

FALL RIVER, MASS. :

Otranto, *bark*, 380. *

GREENPORT, N. Y. :

Oregon, *bark*, 512, * 522, 544. *

HOLMES'S HOLE, MASS. :

Ocmulgee, *ship*, 412, * 448, 472, 518. * (See Edgartown.)

HUDSON, N. Y. :

Oswego, *ship*, 194.

MATTAPOISETT, OR ROCHESTER, MASS. :

Orion, *brig*, 234, 292, 322, 326, 336, 346, 356. * (See New Bedford.)
 Oscar, *bark*, 484, * 518. * (From Sag Harbor.)
 Ocean Rover, *ship*, 570. *

NANTUCKET, MASS. :

Olive, *ship*, 206, 216.
 Ocean, *brig*, 212. *
 Orange, *sloop*, 212.
 Ontario, *ship*, 232, * 250, 260, 266, * 290, 326, 366, 400, * 438, 472. *
 Oliver H. Perry, *schooner*, 232, 236, 242.
 Oeno, *ship*, 236, 250. *
 Ocean, *ship*, 242, 254, 266, 290, 326, 366. * (See New Bedford.)
 Otter, *brig*, 258, 260. *
 Orion, *ship*, 258, * 270, 300, * 326, 376, 426. *

NANTUCKET, MASS.—Continued.

Omega, *ship*, 258,* 278, 300, 326,* 366, 412, 464, 510.* (See Edgartown.)
 Orbit, *ship*, 290,* 326, 356.*
 Ohio, *ship*, 300,* 336, 376.* (See New Bedford.)
 Obed Mitchell, *ship*, 336,* 376.
 Oneco, *schooner*, 486, 496, 510.
 Ocean Rover, *ship*, 530.*
 Oak, *bark*, 620, 632.*

NEW BEDFORD, MASS.:

Oxford, *sloop*, 198, 202.
 Orion, *brig*, 220, 222. (See Rochester.) (Mattapoisett.)
 Ocean, *brig*, 220.
 Ospray, *brig*, 220, 226, 232; *bark*, 272, 228, 312, 316.*
 Octavia, *bark*, 276, 282, 316, 334,* 354, 374, 398.
 Orozimbo, *ship*, 288, 298, 324, 364, 398, 424, 454, 480, 516,* 550.*
 Otranto, *ship*, 388, 410, 436, 444.*
 Olympia, *ship*, 410, 444, 480, 526.*
 Obed Mitchell, *ship*, 422.* (From Nantucket.)
 Ocean, *ship*, 422,* 462,* 504, 536, 568,* 594,* 604, 648. (From Nantucket.)
 Ohio, *ship*, 422,* 454, 480, 504, 548, 560, 588, 610; *bark*, 652. (From Nantucket.)
 Olive Branch, *ship*, 424.*
 Ohio, *bark*, 470,* 516, 588, 604, 626, 644, 656.
 Oliver Crocker, *ship*, 470,* 516, 560; *bark*, 592,* 598,* 626.*
 Ontario, *ship*, 470. (From Sag Harbor.)
 Osceola, *brig*, 470,* *bark*, 480, 516, 550.*
 Ospray, *bark*, 480,* 516, 550, 594, 604, 626, 640,* 648.
 Osceola 2d, *bark*, 494,* 516, 550, 568, 588,* 594, 610,* 636.*
 Osceola 3d, *bark*, 494,* 516, 536, 568, 588, 604, 610, 626.
 Orray Taft, *bark*, 494,* 516, 536, 560, 588, 598, 610, 632, 644.*
 Othello, *ship*, 504,* 560.*
 Ontario, *ship*, 516,* *bark*, 560,* 592.*
 Onward, *ship*, 516,* 560, 594,* 618, 644.*
 Ocean Wave, *bark*, 536.*
 Oneida, *ship*, 550.*
 Oreole, *bark*, 594,* 610, 636.* (From Fairhaven.)
 Osmanli, *bark*, 610,* 626, 640, 652.
 Orlando, *bark*, 618,* 636.*
 Ocean Steed, 636.* (From New York.)

NEW HAVEN, CONN.:

Ocean, *ship*, 566.* (From Warren.)

NEW LONDON, CONN.:

Ospray, *brig*, 304, 312, 320.
 Odd Fellow, *bark*, 634.* (From Sag Harbor.)

NEWPORT, R. I.:

Ohio, *ship*, 380.

NEW YORK, N. Y.:

Ocollo, *schooner*, 342.*
 Ocean Steed, *bark*, 630.* (See New Bedford.)
 Oak, *bark*, 650.

PROVIDENCE, R. I.:

Olive Branch, *schooner*, 284.* (See note.)
 Ocean, *ship*, 474.* (See Warren.)

PROVINCETOWN, MASS.:

Olive Branch, *schooner*, 246.
 Outesie, *schooner*, 428.*
 Olive Clark, *schooner*, 530,* 542, 546,* 614,* 622, 628.*
 Oread, *schooner*, 554,* 564, 572, 584, 590.*
 Oneco, *schooner*, 564.
 O. M. Remington, *schooner*, 622,* 634, 638.*

SAG HARBOR, N. Y.:

Octavia, *ship*, 224, 226, 230, 240, 246, 248,* 252, 256.
 Ontario, *ship*, 234, 312,* 328, 350, 360, 370, 396, 418,* 450.* (See New Bedford.)

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SAG HARBOR, N. Y.—Continued.

Ocean, *sloop*, 246, 248.
 O. C. Raymond, *ship*, 382.*
 Ontario 2d, *ship*, 406,* 432, 460, 476.*
 Ohio, *ship*, 418.*
 Oscar, *ship*, 420,* 432.* (See Mattapoisett.)
 Odd Fellow, *bark*, 476,* 496, 522, 544, 566, 584, 608.* (See New London.)
 Ocean, *bark*, 602,* 616.* (From Sandwich.)

SANDWICH, MASS.:

Ocean, *brig*, 486,* 498,* 506, 518; *bark*, 533, 570, 590.* (See Sag Harbor.)

SAN FRANCISCO, CAL.:

Ocean Bird, *ship*, 566.

WARREN, R. I.:

Ocean, *ship*, 510.* (From Providence.) (See New Haven.)

P.

BOSTON, MASS.:

Peace and Plenty, *schooner*, 180.
 Peacock, *brig*, 180.
 Polly, *sloop*, 180.
 Penelope, —, 182.
 Polly, *schooner*, 192,* 194.
 Paulina, *schooner*, 192.*
 Potomack, *ship*, 222.*
 Palladium, *ship*, 238.
 President, *schooner*, 244. (Probably of Provincetown.)

EDGARTOWN, MASS.:

President, *schooner*, 256.
 Pavilion, *brig*, 384,* 400, 426, 456.*
 Planter, *brig*, 238, 264, 272, 280.*
 Palmer, *schooner*, 238.
 Perry, *bark*, 650.* (From New London.)

FAIRHAVEN, MASS.:

Pindus, *bark*, 230, 234,* 238, 244, 256, 258,* 278, 284, 290, 298, 308, 346, 366.*
 Pactolus, *ship*, 290, 326.*
 Pacific, *ship*, 346,* *bark*, 366,* 400, 424, 470.* (See New Bedford.)
 Popmunnnett, *bark*, 446. (From Sippican.) (Marion.)
 Phillipe Delanoye, *ship*, 450,* 494, 528.*
 Pavilion, *brig*, 576,* 594.* (From Holmes's Hole.)
 President, *schooner*, 606.*

FALL RIVER, MASS.:

Pantheon, *ship*, 320,* *bark*, 358, 392, 428.
 Panama, *ship*, 358,* 380,* 392.*
 Pleiades, *bark*, 372,* 424. (See Wareham.)

FALMOUTH, MASS.:

Pocahontas, *ship*, 240,* 254, 264, 286.
 Popmunnnett, *bark*, 330,* 336, 348, 362.*

GREENPORT, N. Y.:

Potosi, *ship*, 274. (See Sag Harbor.)
 Philip 1st, *ship*, 418,* 442, 458, 490, 522.* (See New London.)
 Pioneer, *bark*, 476,* 490, 496.* (See New Bedford.)
 Prudent, *bark*, 532.* (From Stonington.)

GLOUCESTER, MASS.:

Polly, —, 184, 190.*

HOLMES'S HOLE, MASS.:

Pocahontas, *ship*, 348, 368, 412, 442, 472, 508.* (See New Bedford.)
 Pavilion, *brig*, 530,* 562.* (See Fairhaven.)

MARION, OR SIPPICAN, MASS.:

Popmunnnett, *brig*, 372, 390, 402, 424.* (See Fairhaven.)
 Pocahontas, *brig*, 626.*

MATTAPoisETT, OR ROCHESTER, MASS.:

- Pocahontas, *brig*, 246. (See New Bedford.)
 Pearl, *brig*, 356, 366.*
 Palmyra, *schooner*, 540,* 562.* (From Nantucket.) (See New Bedford.)

NANTUCKET, MASS.:

- Polly, —, 188.
 Prudence, *sloop*, 196.
 Phebe, *ship*, 194, 196, 258,* 278,* 308, 346, 390.*
 Perseverance, *ship*, 200.
 President, *schooner*, 202, 214,* 216, 220.
 Perseveranda, *ship*, 210, 212.*
 President, *ship*, 214,* 216, 222, 232, 254, 266, 284, 318, 346, 390, 446,* 466.* (See New Bedford.)
 Parnell, *schooner*, 216.*
 Phoenix, *ship*, 220, 232, 236,* 256, 270, 284, 308, 336, 366, 412, 456, 510; *bark*, 540.*
 Peru, *ship*, 226,* 236, 250, 266, 270, 278, 284, 292; *bark*, 300, 318, 356,* (see Foot-note,) 400, 446, 486, 530, 572.* (See New London.)
 Pacific, *ship*, 226,* 232, 248, 252,* 258, 270, 278, 284, 292, 310.
 Peruvian, *ship*, 226,* 242, 254,* 266, 290, 326, 366, 412, 456, 498.*
 Planter, *ship*, 226,* 232, 250, 254, 236, 270, 278, 290, 310, 336, 412,* 446,* 498.*
 Paragon, *ship*, 228, 242, 254.*
 Prince George, *brig*, 223.*
 Ploughboy, *ship*, 236,* 250, 260, 278, 310, 356.* (See New Bedford.)
 Pilot, *schooner*, 300.
 Primrose, *schooner*, 310,* 326, 336, 346, 356, 376.*
 Panama, *ship*, 326.* (See Sag Harbor.)
 Potomac, *ship*, 376,* 426,* 464, 510.*
 Penobscot, *brig*, 376,* 400.*
 Paragon, *bark*, 472.*
 Palmyra, *schooner*, 486,* 498, 518.* (See Mattapoisett.)

NEW BEDFORD, MASS.:

- Polly, *brig*, 188, 194.
 Polly and Betsey, —, 188.
 President, *ship*, 194.
 Phebe Ann, *ship*, 204, 206, 208, 210, 218, 222, 232,* 248, 258.
 President, *schooner*, 220.
 President, *brig*, 222, 226, 232, 238, 248, 252, 256. (See Westport.)
 Persia, *ship*, 226, 232, 256,* 266, 282; *bark*, 306, 344, 398, 436, 462.*
 Pindus, *ship*, 226. (Of Fairhaven; which see.)
 Parnasso, *ship*, 232, 243, 252, 256, 258.
 Planter, *brig*, 238, 244.
 Protection, *brig*, 238.
 Portia, *ship*, 238, 244.
 Phoenix, *ship*, 244, 252, 256, 266, 282, 316, 388,* 444, 480, 526.*
 Packet, *schooner*, 244, 248.
 Pocahontas, *ship*, 256, 262.
 Parthian, *brig*, 262, 266, 272, 276, 282, 290, 316.*
 Pacific, *ship*, 230, 232, 238, 244, 248, 262, 272, 298, 324, 364,* 410, 454, 494; *bark*, 526, 568, 588, 604, 618, 626,* 632, 636, 646, 656.
 Pacific 2d, *ship*, 276, 316, 334, 354, 388, 410.*
 Pioneer, *bark*, 282, 288, 298, 306, 334, 354, 388, 410, 444, 516, 560, 588, 610, 632,* 646, 652.
 Phocion, *ship*, 282,* 290, 298,* 354,* 374, 398, 436, 462,* 480.*
 Parker, *ship*, 282,* 316, 354,* 364.*
 Pocahontas, *brig*, 256, 262, 266, 272, 282, 290, 298, 306, 316, 324.*
 Pactolus, *ship*, 298.* (Of Fairhaven; which see.)
 Parachute, *ship*, 316, 324, 334, 344, 364, 398, 424, 454, 480, 526, 568.*
 Peri, *ship*, 364, 374, 398, 436; *bark*, 462, 480, 516, 550, 576.*
 Plato, *ship*, 364.*
 Pantheon, *bark*, 374,* 424, 462, 504.*
 Ploughboy, *ship*, 398,* 454.* (From Nantucket.)
 Pauline, *bark*, 462,* 504, 550.*
 Polar Star, *ship*, 494,* 536, 576.*
 Petrel, *ship*, 504,* 550,* *bark*, 610,* 640, 648.
 Pamela, *bark*, 526,* 568.*
 Plover, *ship*, 526,* 560; *bark*, 588.*
 President, *ship*, 526,* *bark*, 568,* 604, 632, 648, 652,* 656. (From Nantucket.)
 President, *bark*, 536,* 568, 588, 604, 610, 618, 632, 644.
 Pocahontas, *ship*, 550.* (From Holmes's Hole.)

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NEW BEDFORD, MASS.—Continued.

Pacific 2d, *bark*, 560,* 568. (From Fairhaven.) (See Sag Harbor.)
 Palmyra, *schooner*, 582.* (From Mattapoisett.)
 Petrel, *schooner*, 604,* 610,* 618, 626, 636, 640, 644, 648, 652, 656.
 Progress, *bark*, 612,* 636,* 656. (Formerly the Charles Phelps, of Stonington.)
 Palmetto, *bark*, 626,* 644, 652.
 Peru, *bark*, 652.* (From New London.)
 Platina, *bark*, 652. (From Westport.)
 Pedro Varela, *schooner*, 656.

NEW LONDON, CONN.:

Pizarro, *brig*, 234, 240, 244, 250.
 Phoenix, *ship*, 264, 280, 312, 340, 348, 378, 394, 418, 440, 474, 510, 556.*
 Palladium, *ship*, 294, 320, 340, 358, 378, 404, 430.
 Philetus, *bark*, 320. (Probably of Stonington; which see.)
 Pembroke, *ship*, 340, 368,* 378; *bark*, 394, 404, 430, 450.*
 Pacific, *schooner*, 358, 378.
 Peruvian, *ship*, 378, 404, 430, 458, 474, 496, 532, 544, 556, 564.
 Pearl, *bark*, 496,* 520, 544, 572, 590.*
 Pioneer, *bark*, 532,* 556, 580,* 590, 602,* 616,* 622.*
 Pacific, *schooner*, 544,* 564, 590.*
 Philip 1st, *bark*, 564.* (From Greenport.)
 Peru, *bark*, 602,* 638,* 642.* (See New Bedford.)
 Perry, *bark*, 622.* (See Edgartown.)

NEWBURG, N. Y.:

Portland, *ship*, 296,* 304, 342.* (See New York and Sag Harbor.)

NEWPORT, R. I.:

Pocahontas, *schooner*, 338; *brig*, 352, 362, 368, 380, 404,* 416.*

NEW YORK, N. Y.:

Portland, *ship*, 320. (Of Newburg; which see.)

PROVINCETOWN, OR CAPE COD, MASS.:

Patty, —, 186. (Probably a brig or schooner.)
 President, *schooner*, 240.
 Phenix, *brig*, 372, 378, 392, 402, 428, 438, 498.
 Pacific, *brig*, 392,* 402, 414, 438.
 Parker Cook, *brig*, 428; *bark*, 438, 464, 472, 498, 520, 542.
 Preston, *schooner*, 486,* 498, 508.
 Panama, *brig*, 554,* 564, 584.*

PORTSMOUTH, N. H.:

Pocahontas, *ship*, 292, 328.*
 Plato, *ship*, 314.

SAG HARBOR, N. Y.:

Phenix, *ship*, 280, 286, 294, 304, 312, 328, 350,* 370, 396, 420, 450.*
 Potosi, *ship*, 280, 286.* (See Greenport.)
 Panama, *ship*, 350, 382, 420, 450.* (From Nantucket.)
 Portland, *ship*, 360,* 382, 396, 420, 442.* (From Newburgh.)
 Plymouth, *ship*, 432.*
 Parana, *brig*, 512,* 522, 544, 558, 580.*
 Pacific, *bark*, 602,* 608.* (From New Bedford.)

SALEM, MASS.:

Polly, *brig*, 234.
 Pallas, *bark*, 292.
 Palestine, *bark*, 318, 358.*
 Para, *schooner*, 608,* *brig*, 622.

STONINGTON, CONN.

Philetus, —, 322, 340,* 360, 384, 406, 430, 464.* (See New London.)
 Prudent, *bark*, 416,* 458, 476.* (See Greenport.)

SAN FRANCISCO, CAL.:

Page, *schooner*, 638.*

SOMERSET, MASS.:

Pilgrim, *brig*, 360,* 380, 392, 404; *bark*, 416, 440, 458.*

WAREHAM, MASS.:

Pleiades, *bark*, 348, 390. (See Fall River.)

WARREN, R. I.:

Philip Tabb, *ship*, 302, 310, 330, 352, 370, 402, 428.*

Portsmouth, *ship*, 440.*

Powhattan, *bark*, 440.*

WESTPORT, MASS.:

Polly and Eliza, *brig*, 234, 238, 244,* 260.*

President, *brig*, 256, 260.

President, *bark*, 268.

Platina, *ship*, 446,* *bark*, 470, 506, 552, 578, 600, 620, 640. (See New Bedford.)

President, *bark*, 462,* 470, 484, 506.*

Q.

FAIRHAVEN, MASS.:

Quito, *brig*, 258, 262, 272, 278, 346.* (See New Bedford.)

MARION, OR SIPPICAN, MASS.:

Quito, *brig*, 372, 390, 402, 414, 438.* (See Nantucket.)

NANTUCKET, MASS.:

Quito, *brig*, 456.* (From Sippican.)

NEW BEDFORD, MASS.:

Quito, *brig*, 290, 298. (See Fairhaven.)

NEW LONDON, CONN.:

Quickstep, *schooner*, 616,* 634.*

PROVINCETOWN, MASS.:

Quickstep, *schooner*, 584, 600, 608, 614, 622, 638, 642, 646, 654, 656.

R.

BOSTON, MASS.:

Rising Sun, —, 188.

Rothschild, *bark*, 474,* 488, 500,* 590.* (See Orleans.)

Rosa Baker, *brig*, 622,* 634, 642, 650, 654.

BRISTOL, R. I.:

Roger Williams, *ship*, 302.

COLD SPRING, N. Y.:

Richmond, *ship*, 406,* 442.

CHILMARK, MASS.:

Rodman, *brig*, 456.* (From New Bedford.)

DARTMOUTH, MASS.:

Rainbow, —, 182, 184.

Russell, *ship*, 386,* 424.* (From Newburgh.)

Rainbow, *schooner*, 612, 626, 632.* (From Nantucket.)

EDENTON, N. C.:

Robert, *sloop*, 284.

EDGARTOWN, MASS.:

Resident, *brig*, 260.

Rising Sun, *schooner*, 260

Robert, *sloop*, 288.

Rhine, *bark*, 384,* 388.* (See New Bedford.)

Richard Mitchell, *ship*, 540.* (From Nantucket.)

Rose Pool, *bark*, 540.*

FAIRHAVEN, MASS.:

Resident, *schooner*, 222.

Rebecca Sims, *ship*, 552.* (From New Bedford.)

FALL RIVER, MASS.:

Rowena, *ship*, 380, 402, 440.*

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GREENPORT, N. Y.:

Roanoke, *ship*, 332, 350, 360, 372, 382, 396; *bark*, 418, 432, 450, 476, 522, 556.*

MATTAPOISETT, OR ROCHESTER, MASS.:

Richard Henry, *bark*, 356,* 366, 378.* (See Stonington.)

R. L. Barstow, *bark*, 484,* 518, 540, 570.* (See Nantucket.)

MARION, OR SIPPICAN, MASS.:

Roswell King, *schooner*, 552,* 570. (See New London.)

Retrieve, *schooner*, 562,* 570, 578, 582.*

MYSTIC, CONN.:

Romulus, *ship*, 394, 434, 458, 490, 522, 566.*

Robin Hood, *ship*, 432, 458,* 464, 490, 522, 566.*

NANTUCKET, MASS.:

Ranger, *ship*, 186, (2 places,) 188,* 190, 196, (2 places,) 198, 204, 208, 210,* (2 places,) 212.*

Rebecca, *ship*, 186, (2 places,) 188, 192, 198, 200, 204, (2 places,) 210, (2 places,) 212,* (2 places.)

Ruby, *ship*, 188, 194, (2 places,) 196, 200, 204, 210, 218, 220, 226, 232.*

Renown, *ship*, 194, 198, 200, 210, 212.*

Reliance, *ship*, 208.

Rover, *sloop*, 218.*

Rambler, *ship*, 226,* 242, 254, 270, 292, 318, 346, 400,* 446,* 486.*

Roxana, *ship*, 228, 236.*

Reaper, *ship*, 228,* 248, 258, 270,* 232, 318.*

Rose, *ship*, 243,* 258, 266, 284,* 300, 336, 390, 438.*

Rapid, *sloop*, 260.

Richard Mitchell, *ship*, 266.*

Richard Mitchell, *ship*, 270,* 284, 318, 356, 400, 456,* 498.* (See Edgartown.)

Robert, *sloop*, 300, 346.

Reliance, *schooner*, 310.

Rainbow, *schooner*, 590, 594, 600,* 620.* (See Dartmouth.)

R. L. Barstow, *bark*, 592,* 606, 626.* (From Matapoissett.)

NEW BEDFORD, MASS.:

Rebecca, *ship*, 186,* 190, (2 places,) 192, 196.*

Rover, *ship*, 202.

Rhoda, *schooner*, 204.

Russell, *ship*, 204, 220, 226, 232, 244, 252, 268; *bark*, 282, 306, 334, 374, 424.*

Richmond, *ship*, 220, 222, 226, 230, 238, 248, 252, 256, 258, 262, 268, 282, 316.*

Roscoe, *ship*, 238, 244, 252, 262, 276, 298, 324, 364, 398, 444, 482; *bark*, 526,* 570,* 576, 604, 636.

Rodman, *ship*, 262,* 276, 298, 334, 364, 398, 444, 482; *bark*, 526, 570.*

Rebecca Sims, *ship*, 268.

Robert Edwards, *ship*, 282,* 316, 344, 374, 424, 462, 504, 550, 594, 618, 636.*

Rajah, *bark*, 282, 316,* 334,* 354, 374,* 536.* (See Westport.)

Rousseau, *ship*, 290, 306, 334, 374, 424, 462, 504, 550, 594, 612, 636,* 652.

Rebecca Sims, *ship*, 290, 324, 364, 424,* 462, 504.* (See Fairhaven.)

Roscoe, *bark*, 298, 324, 334, 358, 388, 410, 436, 462, 504, 536.*

Roman, *ship*, 316, 354, 398, 424, 444, 482,* 526, 570, 598; *bark*, 626.*

Roman 2d, *ship*, 324,* 344, 364, 388, 410, 444, 470, 516, 550.*

Rising States, *brig*, 324, 334.*

Roscius, *bark*, 398,* 436; *ship*, 470, 516; *bark*, 560,* 582, 594, 598, 604, 612.*

Rodman, *brig*, 424,* 436.* (See Chilmark.)

Rhine, *bark*, 436,* 454. (From Edgartown.)

Richmond, *bark*, 482,* 516, 550.*

Robert Morrison, *bark*, 482,* 516, 550, 582, 604, 626.*

Robert Pulsford, *ship*, 482.*

Rainbow, *ship*, 494,* 536, 568, 604, 636,* 652.*

Rambler, *ship*, 494,* 536.*

Reindeer, *ship*, 504,* 536, 576,* 604, 636.*

Rapid, *ship*, 536.*

NEWBURGH, N. Y.:

Russell, *ship*, 304, 308.* (See Dartmouth.)

NEWPORT, R. I.:

Robinson Potter, *ship*, 234.*

NEW LONDON, CONN.:

Rising Sun, *sloop*, 180.
 Ruth and Mary, *ship*, 304.*
 Robert Bourne, *ship*, 394, 430.*
 Ripple, *bark*, 520, 544, 556.
 Restless, *bark*, 544.*
 R. B. Coleman, *schooner*, 556.*
 Roswell King, *schooner*, 602,* 624, 638, 648, 654. (From Marion.)
 Roman, *ship*, 616,* 624, 630, 634, 638, 642,* 646, 648, 650.* (See New Bedford.)

ORLEANS, MASS.:

Rothschild, *bark*, 520,* 530, 554, 572, 580.* (See Boston.)

PROVIDENCE, R. I.:

Ranger, —, 190, 192.
 Richmond, *bark*, 414,* 448.*

PROVINCETOWN, MASS.:

Rienzi, *schooner*, 414, 428, 438, 448, 456, 464, 472, 486, 500, 508, 520, 530, 542, 554, 572, 584.*
 Rienzi, *brig*, 414,* 428, 438.*
 Robert Raikes, *schooner*, 464, 486.*
 R. E. Cook, *schooner*, 472,* 486, 500, 508, 554, 564, 572, 584, 590, 596.
 Richard, *schooner*, 508,* 530, 542, 554, 564, 572.*
 Rising Sun, *schooner*, 590,* 596, 606, 614, 622, 634, 638, 642, 644, 646, 650, 654, 656.

SALEM, MASS.:

Reaper, *bark*, 302, 318, 338, 358.
 Richard, *bark*, 318, 338.*

SAG HARBOR, N. Y.:

Romulus, *ship*, 328, 340, 360, 370, 396, 406, 432,* 442.*

STONINGTON, CONN.:

Rebecca Groves, *brig*, 360, 370, 384.*
 Richard Henry, *bark*, 406.* (From Rochester.) (Mattapoisett.)

SAN FRANCISCO, CAL.:

Russell, *bark*, 490, (see Note,) 498.
 R. Adams, *bark*, 512, 522, 532.

WARREN, R. I.:

Rosalie, *ship*, 240, 256, 270, 286, 320,* 330,* 358, 382,* 394.*
 Rose, *ship*, 302.

WELLFLEET, MASS.:

Ranger, *schooner*, 180, 182.

WESTPORT, MASS.:

Regulator, *schooner*, 262, 268.
 Rajah, *bark*, 412,* 446, 484.* (See New Bedford.)

S.

BOSTON, MASS.:

Sarah, *ship*, 184, 194.
 Speedwell, *schooner*, 180.
 September, *schooner*, 488,* 500.* (See Orleans.)
 Sarah E. Lewis, *schooner*, 590,* 604,* 622, 634, 642, 646, 654, 656.
 S. N. Smith, *schooner*, 600,* 608, 628.*
 Saint Elizabeth, *bark*, 614.*

BRISTOL, R. I.:

Sarah Lee, *ship*, 320, 338, 380. (See Note.)

BRIDGEPORT, CONN.:

Stieglitz, *ship*, 420.*

COLD SPRING, N. Y.:

Splendid, *ship*, 416,* 458, 490, 510, 546.*
 Sheffield, *ship*, 432,* 466, 522.*

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DARTMOUTH, MASS.:

South Carolina, *ship*, 308, 318, 340, 350. (See New Bedford.)

DUXBURY, MASS.:

Sophia and Eliza, *bark*, 380.* (See Stonington.)

EDGARTOWN, MASS.:

Splendid, *ship*, 316,* 358, 400,* 484,* 518, 562,* 590,* 620.*

Sarah and Esther, *bark*, 388.* (See Greenport.)

Sarah, *bark*, 498.*

FAIRHAVEN, MASS.:

Stanton, *ship*, 230, 244, 256, 268, 278, 298, 326.* (See New Bedford.)

South Boston, *ship*, 284, 290, 298, 316, 346, 366, 388, 424, 454, 484, 516, 562.*

South America, *ship*, 296.

Sharon, *ship*, 336, 376,* 424, 454,* 506, 538.*

Sarah Frances, *ship*, 336, 356, 400,* 446.

Samuel Robertson, *ship*, 436,* 462,* 494, 538.* (From New Bedford.)

Sylph, *ship*, 446,* 470.*

Speedwell, *ship*, 506,* 552.*

Syren Queen, *ship*, 506,* 578.*

South Seaman, *ship*, 540.*

Selah, *bark*, 612,* 632.

Star Castle, *brig*, 618.*

FALMOUTH, MASS.:

Sarah Herrick, *brig*, 234.*

Salome, *schooner*, 246.

FALL RIVER, MASS.:

Solomon Saltus, *ship*, 428, 456.*

GLOUCESTER, MASS.:

Sea Horse, —, 182,* 184.

GREENPORT, N. Y.:

Seraph, *brig*, 340,* 350, 362, 372, 382.*

Sarah and Esther, *ship*, 404, 432. (From Edgartown.)

MATTAPOISETT, OR ROCHESTER, MASS.:

Sally, *schooner*, 220.

Sophonra, *schooner*, 262, 268, 274, 278.

Shyllock, *ship*, 300, 308, 322, 336, 356.*

Sarah, *brig*, 326, 336, 346, 356, 366; *bark*, 390, 414, 436, 454, 470, 496, 518, 522, 562, 582, 594,* 600. (See New Bedford.)

Solon, *brig*, 346, 356, 366, 378, 414,* 436, 446.* (See Sippican (Marion) and Westport.)

Sarah, *ship*, 436, 454, 484,* 528, 570.*

Samuel and Thomas, *brig*, 470,* 496, 528, 570.* (From Provincetown.) (See New Bedford.)

Sun, *bark*, 484,* 508, 540, 562.* (See New Bedford.)

MARION, OR SIPPICAN, MASS.:

Solon, *brig*, 372, 390.* (See Mattapoisett.)

Sunbeam, *schooner*, 594.*

MYSTIC, CONN.:

Shepherdess, *ship*, 394,* 458, 490, 512, 544.*

NANTUCKET, MASS.:

Sally, *ship*, 182, 188, 228, 232.*

Spy, *ship*, 182.

Sea Fox, *ship*, 188.

Swallow, *schooner*, 188.

Swan, *ship*, 190.

Sukey, *ship*, 198,* 204, (2 places,) 210, (2 places,) 212, 214.*

Swallow, *brig*, 200.

Sally, *sloop*, 202, 220.

Sterling, *ship*, 202, 210, 212.*

Samuel, *ship*, 206, 210, 214, 218, 222, 226, 232.*

NANTUCKET, MASS.—Continued.

Stanhope, *schooner*, 214.
 Statira, *brig*, 218.*
 Success, *sloop*, 218,* 220, 222, 226.
 South America, *ship*, 220, 226, 242, 248, 250.*
 States, *ship*, 226,* 232.
 Sea Lion, *ship*, 228, 236,* 250.*
 Spermo, *ship*, 232.*
 Spartan, *ship*, 236,* 250, 260, 270,* 284, 318, 356, 400, 446,* 486,* 518, 564.* (See New Bedford.)
 Syren, *sloop*, 242.
 Swift, *ship*, 248, 258,* 266, 284.
 Sarah Porter, *sloop*, 254.
 Susan, *ship*, 268,* 270, 300, 336, 376,* 438, 486.*
 Statira, *ship*, 258,* 278, 310, 356.* (See New Bedford.)
 Sarah, *ship*, 260,* 278, 310,* 356.* (See New York.)
 Sarah Parker, *ship*, 426.*
 Scotland, *ship*, 426.* (See New Bedford.)
 Sophia, *schooner*, 438,* 456.*
 Sea Ranger, *bark*, 540.* (See New Bedford.)
 Samuel Chase, *schooner*, 584.*

NEW BEDFORD, MASS.:

Swan, *schooner*, 190, (2 places,) 194, 196, 198, 202, 204, 206, 210.
 Sally, *ship*, 190,* 204, 206, 208, 210,* 212.*
 Suzy, *ship*, 192.
 Susan, *sloop*, 200.
 Sarah, *ship*, 204.
 Sally, *brig*, 218, 220.
 Swift, *ship*, 220, 230, 238, 252,* 262, 276, 298, 316, 334, 374, 424, 462, 504, 550, 588.*
 Stanton, *ship*, 226. (Probably of Fairhaven; which see.)
 Sophia, *ship*, 232, 258, 272, 276.
 Sally Anne, *ship*, 258, 262, 268, 272, 276, 290, 298, 316, 324, 344, 364, 388, 410, 444, 470, 504.*
 Stephania, *ship*, 268, 272, 276, 290, 316, 334, 354, 374, 410, 444, 470, 516, 550, 576, 598.*
 South Carolina, *ship*, 282, 290, 298,* 388, 410, 454, 482.* (See Dartmouth.)
 Selma, *ship*, 298,* 334, 354, 374.*
 Samuel Robertson, *ship*, 316,* 334, 374.* (See Fairhaven.)
 Saint George, *ship*, 316,* 354, 398,* 444, 470, 504, 550,* 604,* 644.*
 Sarah Louisa, *brig*, 324, 344, 364,* 398, 436.*
 Saint Peter, *ship*, 334,* 354, 388, 436, 462, 494.*
 Seine, *bark*, 334, 344, 364, 388, 410, 436, 454, 470, 504, 570, 588, 604, 644, 652, 656.
 Susan, *ship*, 374,* 424; *bark*, 462, 504, 538.*
 Smyrna, *ship*, 374,* 424,* 462, 504, 570, 594.*
 Statira, *ship*, 398,* 424, 454, 504, 550.* (From Nantucket.)
 Science, *ship*, 410.* (From Portland.)
 Saratoga, *ship*, 424,* 462,* 494, 536.*
 Sappho, *bark*, 454, 494,* 526, 576, 594,* 612, 652.
 Superior, *bark*, 462,* 504, 550.* (From Sag Harbor.)
 Sarah Sheafe, *bark*, 492,* 526.*
 Scotland, *ship*, 482,* 516, 550,* 576. (From Nantucket.)
 Sea Flower, *bark*, 482,* 504, 516, 536.*
 Stafford, *bark*, 482, 516, 550, 576, 604, 618, 636, 646, 656.
 Sophia Thornton, *ship*, 482,* 526, 576, 598.*
 South America, *ship*, 482,* 526.* (From Providence.)
 San Francisco, *bark*, 494,* 526, 550, 570.*
 Silas Richards, *ship*, 494.* (See Sag Harbor.)
 Sea Breeze, *bark*, 504,* (2 places,) 536,* 582, 604,* 640, 652.
 Sea Gull, *ship*, 504,* 560.*
 Seconet, *ship*, 526.*
 Stella, *bark*, 526,* 576, 598, 612.*
 Silver Cloud, *bark*, 536.*
 Sunbeam, *bark*, 538,* 576,* 598, 626, 640, 656.,
 Solon, *bark*, 576,* 588, 594, 604.* (From Westport.)
 Sun, *bark*, 576.* (From Mattapoisett.)
 Swallow, *ship*, 538,* 582, 606,* 632,* 656.*
 Spartan, *ship*, 59,* 604,* 632, 644, 652.* (From Nantucket.)
 Sarah, *bark*, 604,* 618,* 640, 646, 656. (From Mattapoisett.)
 Samuel and Thomas, *bark*, 612.* (From Mattapoisett.)
 Sea Ranger, *bark*, 612,* 632, 648, 658. (From Nantucket.)

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NEW BEDFORD, MASS.—Continued.

Stamboul, *bark*, 612,* 632, 648.*
 Starlight, *brig*, 618,* 636.*
 Seneca, *bark*, 632.*
 Sarah B. Hale, *bark*, 652.*
 Sea Fox, *bark*, 652.* (From Westport.)

NEW LONDON, CONN.:

Stonington, *ship*, 240,* 252, 264, 280, 286, 304, 340, 358, 368, 394, 404.*
 Superior, *ship*, 264, 290, 304,* 340, 348, 368, 396, 404, 418, 458, 488.*
 Sun, *schooner*, 304.
 Shaw Perkins, *sloop*, 368,* 396, 418.*
 Somerset, *brig*, 378.*
 Sarah Lavinia, *schooner*, 440.*
 Sea Witch, *schooner*, 544.*
 Silver Cloud, *schooner*, 544,* 564, 580.*
 S. B. Howes, *schooner*, 602, 608, 616, 630, 638.*
 Somerset, *bark*, 602.*

NEWPORT, R. I.:

Sailor's Return, *schooner*, 352.*
 Sea Bird, *brig*, 380,* 394.*

NEW YORK, N. Y.:

Shibboleth, *bark*, 330,* 350.*
 Scituate, *schooner*, 342.*
 Sabina, *ship*, 384.* (See Sag Harbor.)
 Sarah, *ship*, 404.* (See Nantucket.)

ORLEANS, MASS.:

September, *schooner*, 508,* 520.* (From Boston.)

PROVINCETOWN, MASS.:

Sophronia, *schooner*, 236, 238, 246, 250.
 Seventh Son, *schooner*, 246.
 Spartan, *bark*, 378, 392, 414, 428,* 472,* 486, 508, 530, 564, 580.
 Samuel and Thomas, *brig*, 378,* 392, 402, 414, 440.* (See Mattapoisett.)
 Stranger, *schooner*, 414, 428.*
 Samuel Cook, *brig*, 440,* 448, 464, 472, 486, 500, 530.*
 Shylock, *brig*, 464, 472,* 486, 500.*
 Sea Shell, *schooner*, (probably Seychelle,) 486,* 508.
 S. R. Soper, *schooner*, 500,* 508, 520, 530, 554, 564, 572, 580, 584, 608, 622, 628.*
 Sassacus, *schooner*, 600,* 608, 628, 634,* 638, 646.
 S. A. Paine, *schooner*, 622,* 638.*

PERTH AMBOY, N. J.:

Susquehanna, *ship*, 252.

PORTSMOUTH, R. I.:

Sarah Atkins, *sloop*, 264.

POUGHKEEPSIE, N. Y.:

Siroc, *ship*, 304.*

PORTLAND, ME.:

Science, *ship*, 314, 352.

PROVIDENCE, R. I.:

South America, *ship*, 402,* 440.* (See New Bedford.)

SAG HARBOR, N. Y.:

Superior, *bark*, 396, 406, 432, 450. (From Wilmington.) (See New Bedford.)
 Silas Richards, *ship*, 382, 420.* (See New Bedford.)
 Sa'em, *ship*, 420.*
 Saint Lawrence, *ship*, 420.*
 Sabina, *ship*, 420.* (From New York.)
 Susac, *schooner*, 544,* 558, 574,* 580;* *brig*, 584.*
 S. S. Learncd, *schooner*, 544,* 566,* 574.*

SALEM, MASS.:

Samuel Wright, *ship*, 302, 328, 358.*
 Sapphire, *ship*, 328, 358.*
 Statesman, *bark*, 328, 350, 392.*
 Said bin Sultan, *bark*, 622.*

SAN FRANCISCO, CAL. :

S. McFarland, *brig*, 532, 546.
Sarah Warren, *bark*, 558,* 566.

STONINGTON, CONN. :

Sophia and Eliza, *ship*, 416.* (From Duxbury.)
S. H. Waterman, *schooner*, 490.*
Sarah E. Spear, *bark*, 490,* 496, 512.

WARREN, R. I. :

Sarah, *bark*, 423.*
Sea, *ship*, 488.*
Smithfield, *bark*, 488,* 510, 530.*
Sea Shell, *bark*, 510,* 542.*

WELLFLEET, MASS. :

Sculpion, *schooner*, 180, 182.

WESTPORT, MASS. :

Susan, *sloop*, 234.
Solon, *brig*, 470,* *bark*, 496, 518, 538, 562.* (From Mattapoisett.) (See New Bedford.)
Sea Fox, *brig*, 484,* *bark*, 506, 562, 582,* 606,* 620, 632, 640.* (See New Bedford.)
Sea Queen, *brig*, 484,* 528, 562,* 588, 612, 638, 646, 652.
Sacramento, *bark*, 496,* 518, 562.*

WILMINGTON, DEL. :

Superior, *bark*, 332, 360.* (See Sag Harbor.)

T.

BEVERLY, MASS. :

Thrifer, *schooner*, 590,* 608,* 616.* (From Provincetown.) (See Boston.)

BOSTON, MASS. :

Telemachus, —, 260.*
Thrifer, *schooner*, 622,* 628, 634,* 638.* (From Beverly.)

BRISTOL, R. I. :

Troy, *brig*, 320, 338,* 352, 358, 370, 380, 440.*

COLD SPRING, N. Y. :

Tuscarora, *ship*, 342,* 362, 392, 406, 432, 458.* (From New London.)

FAIRHAVEN, MASS. :

Telemachus, *schooner*, 238. (See New Bedford.)
Tahmiroo, *ship*, 494,* 540.* (See New Bedford.)
Tekoa, *schooner*, 582,* 594, 600, 606, 612. (From Stonington.)

FALL RIVER, MASS. :

Taunton, *brig*, 338, 372.*

GLOUCESTER, MASS. :

Two Friends, —, 188.
Thorn, *schooner*, 386.*

GREENPORT, N. Y. :

Triad, *ship*, 304, 314, 332, 340, 362, 382, 404, 432.

HUDSON, N. Y. :

Thomas, *ship*, 202.

MATTAPOISETT, OR ROCHESTER, MASS. :

Two Sisters, *brig*, 356,* 366, 378.* (See New Bedford.)

MARION, OR SIPPICAN, MASS. :

Two Sisters, *brig*, 384.*

MYSTIC, CONN. :

Tampico, *brig*, 350, 360, 372.*
Trescott, *ship*, 434.*

NANTUCKET, MASS. :

Trial, *ship*, 186, 194, 196.*
Thomas, *ship*, 210, 218,* 222, 232, 242.*
Thetis, *schooner*, 214, 242.*

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NANTUCKET, MASS.—Continued.

Tarquin, *ship*, 218,* (see foot-note,) 222, 228,* 242.*
 Three Sons, *brig*, 218.*
 Two Brothers, *ship*, 226, 236.*
 Thomas 2d, *ship*, 228, 236, 250.
 Thule, *ship*, 292,* 326, 346, 390.*
 Three Brothers, *ship*, 300, 336, 376, 438, 486, 518,* 572.* (See New Bedford.)
 Tyleston, *schooner*, 356;* *brig*, 376, 390, 400, 426, 464, 472,* 486, 510.*
 Telescope, *schooner*, 356.
 Two Brothers, *schooner*, 412, 438,* 446.*

NEW BEDFORD, MASS.:

Tryall, —, 188.
 Triton, *ship*, 200, 202, 204, 206, 208, 226, 238,* 252, 256, 262, 268, 282, 306, 344, 388, 433,*
 (see foot-note,) 470, 504;* *bark*, 550,* 576, 606, 626, 644, 656.
 Thacher, *schooner*, 208,* 210. (Probably the William Thacher; which see.)
 Timoleon, *ship*, 230,* 232, 238, 244,* 248, 252,* 258, 268,* 282, 316, 354,* 398,* 424.*
 Traveller, *brig*, 232. (See Westport.)
 Telemachus, *schooner*, 244. (See Fairhaven.)
 Trident, *ship*, 268, 282, 306, 344, 398, 436,* 470, 526,* 570;* *bark*, 606,* 640.*
 Two Brothers, *ship*, 282, 290, 298, 306, 316, 334, 344, 364, 374, 410, 444, 482, 516;* *bark*, 560.*
 Tobacco Plant, *ship*, 282, 290, 306, 344, 388, 436.*
 Tuscaloosa, *ship*, 316,* 344,* 364, 410.*
 Two Sisters, *brig*, 398.* (From Mattapoisett.)
 Tacitus, *ship*, 410.*
 Triton 2d, *ship*, 436,* 462, 482, 516. (From Plymouth.)
 Tamerlane, *ship*, 470,* 516;* *bark*, 560,* 588, 606, 632, 646.
 Thomas Nye, *ship*, 482,* 516, 550.*
 Tropic Bird, *bark*, 482,* 504, 526, 550, 576, 582, 598, 606, 618, 626,* 656.
 Thomas Dickason, *ship*, 494,* 538, 576,* 606;* *bark*, 632.* (From Sag Harbor.)
 Twilight, *ship*, 516,* 560.*
 Thomas Pope, *ship*, 538,* 570,* 656.
 Tahmaroo, *ship*, 576.* (From Fairhaven.)
 Thomas Winslow, *bark*, 576,* 588, 598, 606, 618.* (From Westport.)
 Three Brothers, *ship*, 606,* 632,* 652. (From Nantucket.)

NEW LONDON, CONN.:

Thames, *brig*, 244, 250.
 Tuscaraora, *ship*, 294, 304, 312, 320, 328.* (See Cold Spring.)
 Tenedos, *bark*, 368,* 396, 418,* 450, 474, 510, 544.*
 Topaz, *brig*, 496.*
 Tempest, *bark*, 556.*
 Trinity, *bark*, 638,* 658.

NEW HAVEN, CONN.:

Thames, *brig*, 244.

PLYMOUTH, MASS.:

Triton, *ship*, 300,* 306,* 318,* 330, 358, 402.* (See New Bedford.)

PORTSMOUTH, N. H.;

Triton, *ship*, 314, 322.

PROVINCETOWN, MASS.:

Tarquin, *schooner*, 428,* 440.*
 Thriver, *schooner*, 554,* 572.* (See Beverly.)
 T. R. Hughlett, *schooner*, 608.

SAG HARBOR, N. Y.:

Thomas Nelson, *ship*, 226, 230.
 Thorn, *ship*, 240, 246, 248, 252, 260, 264, 268, 274, 280, 286, 294, 312, 320, 328, 340, 350.*
 Thames, *ship*, 260, 264, 268, 274, 280, 286, 304, 312, 320, 328, 340.*
 Telegraph, *ship*, 286, 312.*
 Triad, *ship*, 286.*
 Thomas Dickason, *ship*, 340, 360, 382, 420.* (See New Bedford.)
 Thames, *ship*, 360, 382, 406, 442.*
 Timor, *ship*, 396,* 420, 442, 466, 512, 544.*
 Tuscany, *ship*, 396,* 432, 450,* 490, 522.*

STONINGTON, CONN. :

Thomas Williams, *ship*, 348, 370, 394, 430.*
Tybee, *ship*, 384, 406, 442, 464, 490, 544.*
Tiger, *ship*, 430,* 458, 490, 512.*
Tekoa, *schooner*, 522,* 556, 574, 580.* (See Fairhaven.)

WARREN, R. I. :

Triton, *ship*, 358, 394, 428.

WESTPORT, MASS. :

Traveller, *brig*, 234, 238, 244.* (See New Bedford.)
Thomas Winslow, *brig*, 268, 270, 273, 284, 300, 308; *bark*, 332, 336, 362, 370, 378, 390,
426, 438,* 456, 470, 496, 506, 528, 552.* (See New Bedford.)
Theophilus Chase, *bark*, 378, 390, 412, 438,* 456, 462.*

U.

BOSTON, MASS. :

Union, —, 188.

FALMOUTH, MASS. :

Uncas, *ship*, 268,* 286, 362.* (See New Bedford.)

FAIRHAVEN, MASS. :

U. D., *schooner*, 618,* 626.* (From Provincetown.)
Union, *schooner*, 626.* (From Provincetown.) (See New Bedford.)

HUDSON, N. Y. :

Uncle Toby, *ship*, 202.

MATTAPOISETT, OR ROCHESTER, MASS. :

Union, *bark*, 554,* 578. (From New Bedford.)

MYSTIC, CONN. :

Uxor, *brig*, 350, 360, 372.

NANTUCKET, MASS. :

Union, *ship*, 190,* 192,* 198, (2 places,) 202, 204, (2 places,) 206.*
Uniba, *ship*, 190.
Union, *brig*, 206, 208, 210, 218.*
United States, *ship*, 376, 426.*
Urchin, *brig*, 232, 236, 248.

NEW BEDFORD, MASS. :

Union, *ship*, 188, 192, 196. (Probably of Nantucket; which see.)
Uncas, *ship*, 398, 436, 462, 482, 516, 550.* (From Falmouth.)
Undine, *bark*, 494.*
Union, *bark*, 516.
Union, *bark*, 526,* 588, 594, 606.* (From Provincetown.) (See Mattapoisett.)
Union, *schooner*, 636,* 644, 646, 648, 652. (From Fairhaven.)

PROVINCETOWN, MASS. :

Unitaro, *schooner*, 240.
Union, *schooner*, 472,* 486, 500, 508, 520.* (See New Bedford.)
Union, *schooner*, 530, 542, 554,* 590,* 596, 614.* (See Fairhaven.)
U. D., *schooner*, 616.* (See Fairhaven.)

SAG HARBOR, N. Y. :

Union, *ship*, 230, 234, 248, 252, 256, 260, 264, 268.
Union, *bark*, 558,* 584, 602.*

STONINGTON, CONN. :

Uxor, *brig*, 294, 304, 382.*
United States, *ship*, 394, 406, 416, 450, 464, 490, 496, 512,* 522.*

WESTPORT, MASS. :

United States, *bark*, 370, 400, 438,* 462, 496, 538.*

V.

EDGARTOWN, MASS. :

Vineyard, *ship*, 292, 326, 368, 412, 448, 472, 506, 540, 572, 590, 612.*
Vesta, *brig*, 384,* 388, 426, 448.*

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HUDSON, N. Y.:

Volunteer, *brig*, 202.

MATTAPOISETT, OR ROCHESTER, MASS.:

Volant, *bark*, 356.*

MYSTIC, CONN.:

Vermont, *bark*, 406, 440.* (From Poughkeepsie.)

NANTUCKET, MASS.:

Venus, *ship*, 186, 188.

Vulture, *ship*, 220, 228.

Vesta, *schooner*, 232.

NEW BEDFORD, MASS.:

Victory, *ship*, 226, 232, 238, 244, 248, 252, 256, 258, 272,* 290, 316.*

Virginia, *ship*, 324,* 344, 364, 398, 446,* 482, 526, 588.*

Valparaiso, *bark*, 424,* 454, 494, 538.*

Vernon, *bark*, 482,* 516.*

Vigilant, *bark*, 494,* 526,* 570, 606, 618, 636, 648.

Varnum H. Hill, *brig*, 656. (From Provincetown.)

NEW LONDON, CONN.:

Venice, *bark*, 418,* 450, 466, 488, 520.*

Vesper, *bark*, 418,* 440, 466, 488,* 564.*

ORLEANS, MASS.:

Virginia, *schooner*, 486,* 500, 508, 520.* (From Provincetown.)

POUGHKEEPSIE, N. Y.:

Vermont, *bark*, 296,* 320, 352, 372.* (See Mystic.)

PROVINCETOWN, MASS.:

Vesta, *schooner*, 240, 246, 472.*

Virginia, *schooner*, 472, 486.* (See Orleans.)

V. Doane, *schooner*, 542,* 554,* 572,* 580, 584, 590, 596, 600, 608, 614, 622, 628.*

Varnum H. Hill, *schooner*, 554, 564, 580, 584, 596, 608; *brig*, 622,* 634.* (See New Bedford.)

PLYMOUTH, MASS.:

Vesper, *schooner*, 380, 392,* 532.

SAN FRANCISCO, CAL.:

Venezuela, *brig*, 512.

Victoria, *brig*, 634.*

WARREN, R. I.:

• Vermont, *brig*, 382.

W.

BOSTON, MASS.:

Washington, *schooner*, 262.

Wave, *bark*, 302.

William Martin, *schooner*, 590,* 596,* 608, 614, 622, 628, 650,* 656. (From Orleans.)

BUCKSPORT, ME.:

Warwick, *schooner*, 386.*

DARTMOUTH, MASS.:

William Thacher, *brig*, 230, 240, 258. (See New Bedford.)

Wade, *bark*, 300,* 350.

Washington, *ship*, 308, 330.* (See New Bedford.)

EDGARTOWN, MASS.:

Walter Scott, *ship*, 498,* 530, 572.* (From Nantucket.)

Washington, *schooner*, 530,* 540, 562, 572.*

FAIRHAVEN, MASS.:

William Wirt, *ship*, 298,* 346, 388, 436,* 470.* (See New Bedford.)

William and Henry, *ship*, 376,* 424,* 484,* 528, 578, 600, 636.*

Wolga, *bark*, 436,* 494, 525.* (From New Bedford.)

William Rotch, *ship*, 446,* 494. (From New Bedford.)

Winthrop, *bark*, 494,* 528, 570.*

Washington Freeman, *schooner*, 618,* 626.*

FALMOUTH, MASS.:

William Penn, *ship*, 302,* 330, 424.*

FALL RIVER, MASS.:

William, *brig*, 330,* 338, 348, 358.*

GREENPORT, N. Y.:

Washington, *ship*, 340, 350, 362, 372, 382, 404, 418, 442, 458. (See Sag Harbor.)

HUDSON, N. Y.:

Washington, *ship*, 288. (See New York.)

HOLMES'S HOLE, MASS.:

William and Joseph, *brig*, 336, 348, 362, 368.

Warren, *ship*, 486.* (See New Bedford.)

LYNN, MASS.:

William Badger, *ship*, 428,* 464.* (See New Bedford.)

MATTAPOISETT, OR ROCHESTER, MASS.:

Willis, *brig*, 356, 366, 390;* *bark*, 414,* 424, 446, 462, 470, 493, 528, 554, 570, 582, 588.* (See New Bedford.)

MARION, OR SIPPICAN, MASS.:

William Wilson, *schooner*, 612,* 620,* 626, 632, 636, 640, 644, 648, 656.

MYSTIC, CONN.:

Washington, *schooner*, 458,* 496.

Wilmington, *schooner*, 512.

NANTUCKET, MASS.:

Warren, *ship*, 186, (2 places,) 190.

Washington, *ship*, 186,* 190, 228,* 242, 254,* 266.

William Penn, *ship*, 214,* 226.

Weymouth, *ship*, 218, 226, 236, 254, 266, 284.*

William Penn, *brig*, 218,* 222.

William, *ship*, 222, 226.

William, *sloop*, 222.

William and Nancy, *brig*, 220, 226, 232.

Washington, *ship*, 222, 326, 366, 400, 446.*

William, *schooner*, 260.*

Warren, *sloop*, 310.

Walter Scott, *ship*, 326,* 366, 412.* (See Edgartown.)

William P. Dolliver, *schooner*, 510,* 518,* (see foot-note,) 530, 540.

Watchman, *schooner*, 530,* 540,* 564, (see foot-note,) 572, 578.* (See Provincetown.)

NEW YORK, N. Y.:

William Tell, *ship*, 274. (See Sag Harbor.)

White Oak, *bark*, 306,* 312, 320, 342.* (See New London.)

Washington, *ship*, 312. (See Hudson.)

NEW BEDFORD, MASS.:

Warren, *ship*, 194.

Wareham, *ship*, 194, 196, (2 places,) 200.

Winslow, *ship*, 200, 204, 206, 208, 210, 218, 224, 232, 238,* 252, 256, 262,* 268, 276,* 298, 334, 346, 354, 364; *bark*, 424,* 494,* 526.*

Walker, *ship*, 204, 208, 210,* 212.

William Thacher, *schooner*, 218, 224; *brig*, 226, 234, 262. (See Dartmouth.)

William and Eliza, *ship*, 222,* 234, 248, 258, 272, 282, 316, 354, 410, 454, 494, 538.*

Wilmington and Liverpool Packet, *ship*, 234,* 238, 252, 256, 262, 276, 298,* 334, 374.*

William Botch, *ship*, 234, 244, 252, 262, 276, 282, 316, 354, 400, 538.* (See Fairhaven.)

William Thompson, *ship*, 276, 316, 354, 388, 436,* 470, 504, 550, 594.

William C. Nye, *ship*, 298,* 482,* 516, 550.* (From New London.)

William Wirt, *ship*, 298, 504,* 538.* (See Fairhaven.)

William Hamilton, *ship*, 308, 344, 424, 454, 470.*

Waverly, *ship*, 316, 344, 388, 436, 462, 482, 516; *bark*, 570,* 594.

Washington, *ship*, 346,* 364, 388,* 410, 446, 470, 504, 550, 582, 603.* (From Dartmouth.)

Wade, *bark*, 364, 410, 436.*

Wave, *bark*, 482,* 516, 538,* 576, 588, 606, 618, 632, 640, 648, 656.

William Badger, *ship*, 504,* 550.* (From Lynn.)

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NEW BEDFORD, MASS.—Continued.

Warren, *bark*, 526.* (From Holmes's Hole.)
Wavelet, *bark*, 526.*
William Gifford, *bark*, 560,* 594,* 626.*
Willis, *bark*, 606.* (From Mattapoisett.)

NEW LONDON, CONN.:

Wabash, *ship*, 270, 272, 280, 286, 294, 304.*
White Oak, *bark*, 378,* 406.* (From New York.)
William C. Nye, *ship*, 378, 406, 442. (See New Bedford.)
William T. Wheaton, *bark*, 474.*

NEWPORT, R. I.:

William Lee, *ship*, 332, 368, 416, 458, 496,* 542.*

ORLEANS, MASS.:

William Martin, *schooner*, 520, 542, 572, 584.* (See Boston.)

PROVINCETOWN, MASS.:

Walter Irving, *schooner*, 472,* 486, 500, 508, 520, 530, 542, 564, 572, 580, 596, 600, 608, 622, 634.*
Walter K., *schooner*, 472,* 486, 500, 508.*
Willis Putnam, *schooner*, 472,* 486.*
Waldron Holmes, *schooner*, 508,* 520, 564.*
Weather Gage, *schooner*, 580,* 584, 590.*
Watchman, *schooner*, 584, 590, 596, 608, 614, 622, 634.* (From Nantucket.)
William A. Grozier, *schooner*, 614,* 622, 638, 646,* 654.
Winged Racer, *schooner*, 614,* 622, 628.*
Willie Irving, *schooner*, 622.*

SAG HARBOR, N. Y.:

Washington, *ship*, 208, 210, 294, 304, 312, 320, 328, 350, 360, 382,* 406, 432, 460, 476,* 512.*
Warren, *ship*, 208, 210, 218.*
Wickford, *brig*, 382.*
Wiscasset, *ship*, 382, 420.* (From Wiscasset.)
William Tell, *ship*, 406,* 442, 460, 490, 522, 553.* (From New York.)
Washington, *bark*, 490,* 532, 574.* (From Greenport.)
W. F. Safford, *brig*, 544.*

SALEM, MASS.:

William H. Shailer, *bark*, 614,* 622.*

STONINGTON, CONN.:

Warsaw, *ship*, 416.*

WARREN, R. I.:

Warren, *ship*, 286, 310, 338, 370, 402, 448,* 483.*
William Baker, *ship*, 310, 320, 330, 352, 358, 382, 402.*
William Henry, *bark*, 474,* 530.
William Wilson, *ship*, 556.*

WELLFLEET, MASS.:

Wellfleet, —, 152.

WISCASSET, ME.:

Wiscasset, *ship*, 314, 352.* (See Sag Harbor.)

X.

NEW BEDFORD, MASS.:

Xantho, *bark*, 612,* 636.* (Formerly of Warren.)

SAG HARBOR, N. Y.:

Xenophon, *ship*, 286, 320, 340, 350, 370.*

WARREN, R. I.:

Xantho, *bark*, 542.* (See New Bedford.)

Y.

EDGARTOWN, MASS.:

York, *ship*, 384, 412.*

NANTUCKET, MASS. :

Young Eagle, *ship*, 292,* 326, 366,* 400.*
Young Hero, *ship*, 346,* 390, 438,* 472, 530.*

NEW BEDFORD, MASS. :

Young Phoenix, *ship*, 258, 276, 298, 324, 364,* 410, 462, 504, 550, 576, 598, 618, 640,*
652.
Young Hector, *ship*, 504,* 550.*

PLYMOUTH, MASS. :

Yeoman, *brig*, 402,* 428.*

Z.

FAIRHAVEN, MASS. :

Zone, *ship*, 484,* 528, 562.* (From Nantucket.)

NANTUCKET, MASS. :

Zone, *ship*, 260,* 278, 310,* 356, 400.* (See Fairhaven.)
Zenias Coffin, *ship*, 266,* 292, 326, 366, 400, 456, 510.*

NEW BEDFORD, MASS. :

Zephyr, *ship*, 282, 290, 308, 324, 354, 400,* 446, 482, 526, 570.*
Zoroaster, *brig*, 354, 374, 388, 400, 424.* (See San Francisco.)

NEW LONDON, CONN. :

Zoe, *brig*, 532,* 556.*

SAN FRANCISCO, CAL. :

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LIST OF ILLUSTRATIONS.

Plate I.* Fig. 1. The Sperm Whale, *Physeter macrocephalus*, Lin. Found everywhere in the warmer seas.

Fig. 2. The California Gray Whale, *Rhachianectes glaucus* Cope. Arctic Seas to Lower California.

Fig. 3. The North Pacific Hump-back, *Megaptera versabilis* Cope. Arctic Seas to Lower California.

Plate II. Fig. 4. The Sulphur-bottom, *Sibbaldius sulfureus* Cope. Arctic Seas to California.

Fig. 5. The Finback, or Oregon Finner, *Balaenoptera velifera* Cope. Arctic Seas to California.

Fig. 6. The Pacific Right-whale, *Balæna sieboldii*, var. *japonica* Gray. Arctic, Bering, and Ochotsk Seas. Lower California. Japan?

Fig. 7. The Bow-head, or Great Polar Whale, *Balæna mysticetus* Lin. Bering, Ochotsk, and Arctic Seas.

Plate III. Bomb-lance gun.

Bomb-lance.

Greener's harpoon-gun.

Boat-flag or waif.

Boat-hook.

Paddle.

Boat-oar.

Greener's gun-harpoon.

Greener's gun-harpoon.

Boat-spade.

Toggle harpoon.

One-flued harpoon.

Hand-lance.

Boat-knife.

Boat-hatchet.

Tub-oar crotch.

Boat-compass.

Rowlock.

Boat-grapnel.

Boat-piggin.

Boat-keg.

Boat-bucket.

Lantern-keg.

Line-tub.

Plate IV. Pierce's harpoon bomb-lance gun.

Bomb-lance.

Plate IV.—Continued.

Diagram showing inside of bomb-lance.

Masthead-waif.

The whale-boat.

Cutting-tackle toggled to the blanket-piece.

Plate V. Head-spade.

Cutting-spade.

Bone-spade.

Gaff.

Blubber-pike.

Boarding-knife.

Sheath.

Plate VI. Fin-chain.

Blubber-hook.

Mincing-knife.

Head-strap.

Throat-chain toggle.

Toggle.

Blubber-fork.

Stirring-pole.

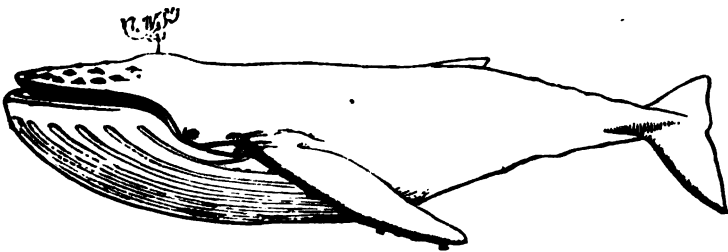
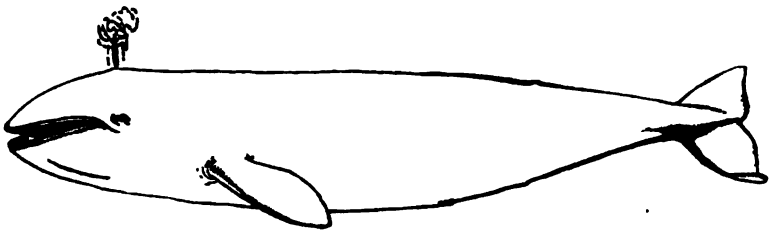
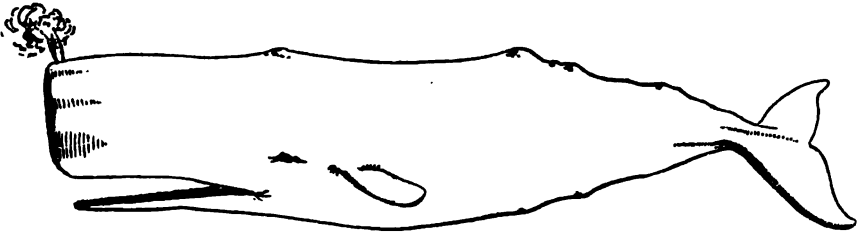
Skimmer.

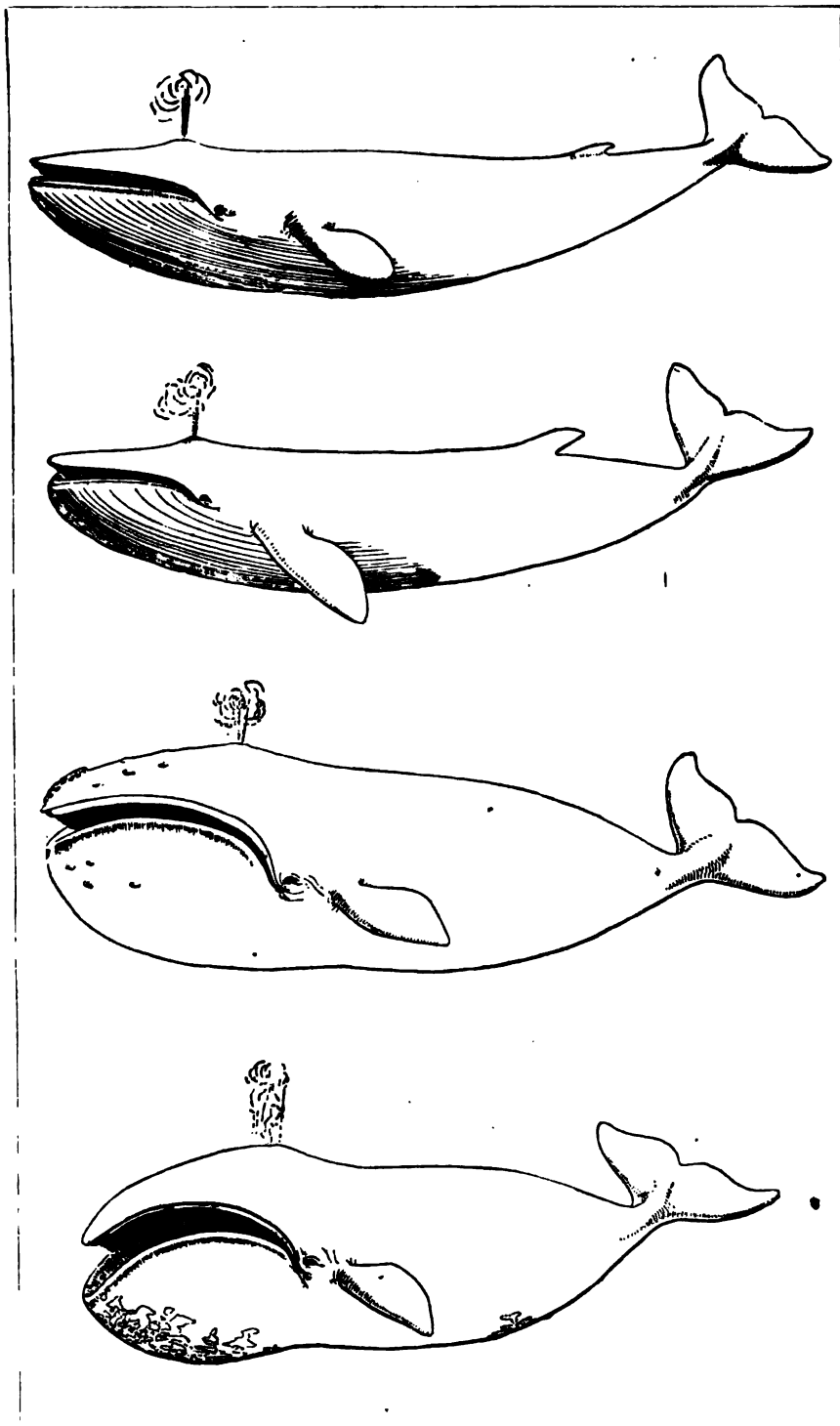
Bailer.

Fire-pike.

*The figures of whales and of apparatus used in the whale-fisheries are taken from the important and remarkably interesting volume entitled "The Marine Mammals of the Northwestern Coast of North America described and illustrated; together with an account of the American Whale-Fishery." By Charles M. Scammon, Captain United States Revenue Marine. San Francisco: John H. Carmany & Co. New York: G. P. Putnam & Sons. 1874. 4to. 27 plates.

Plate I.





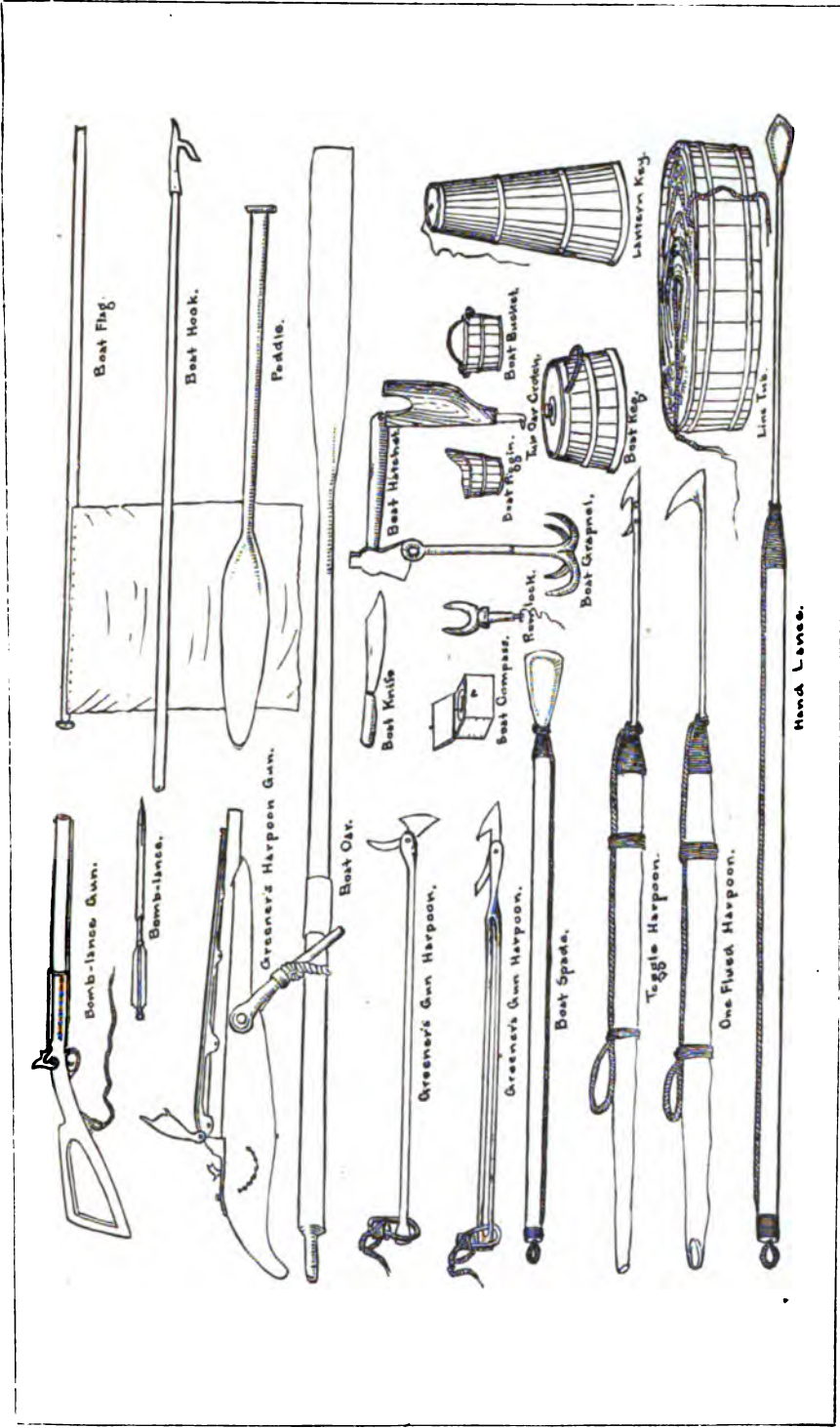
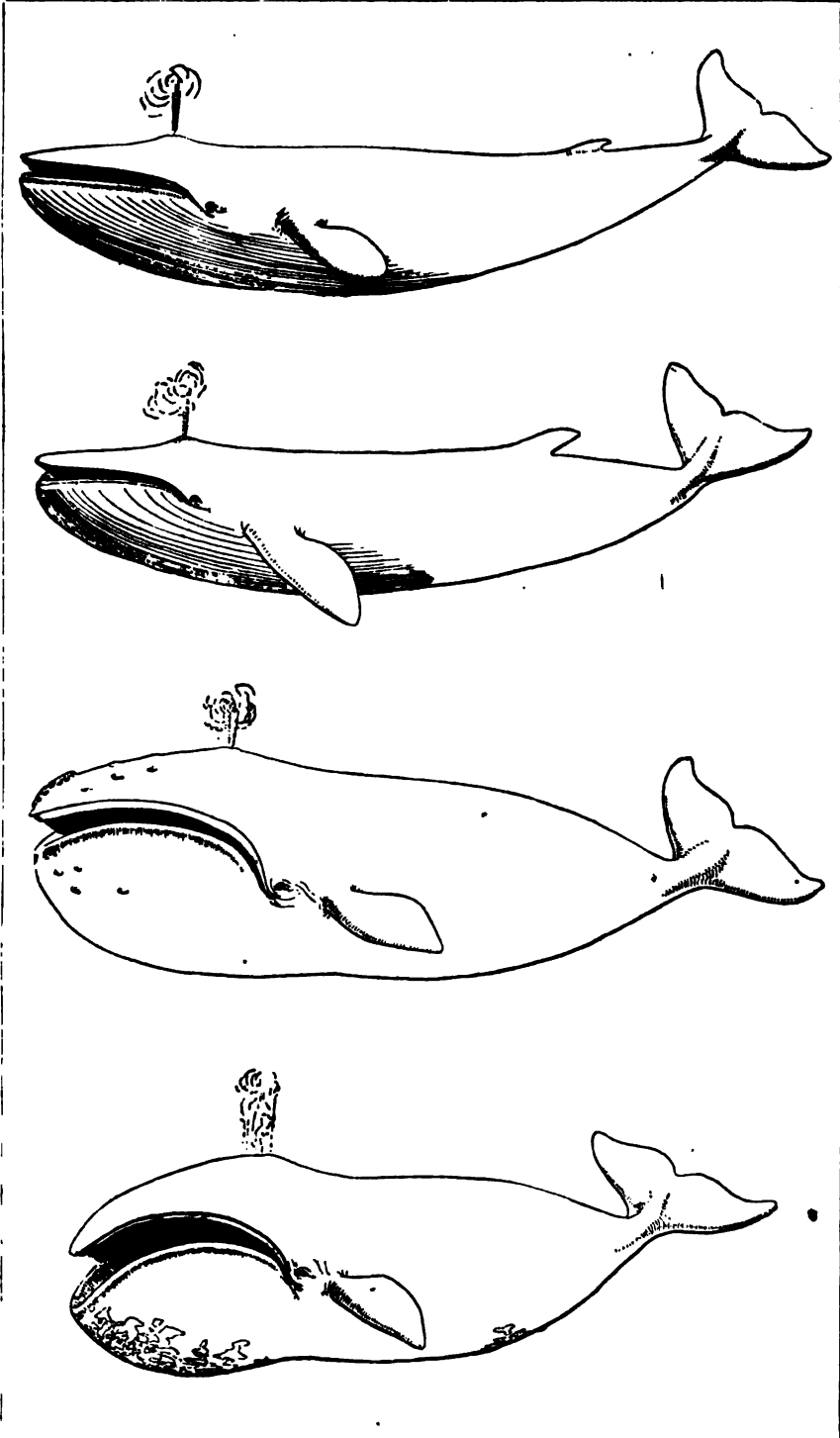
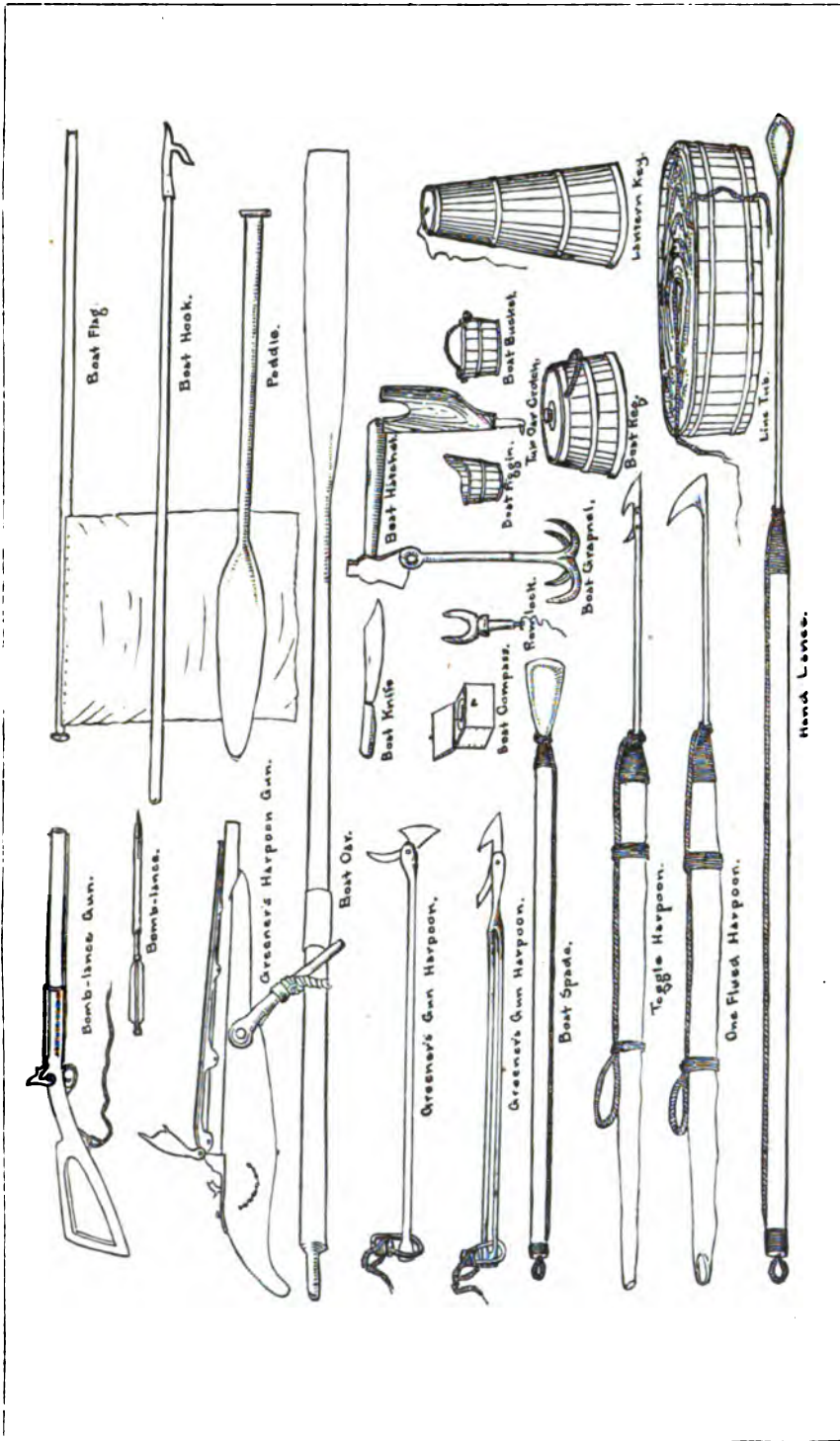
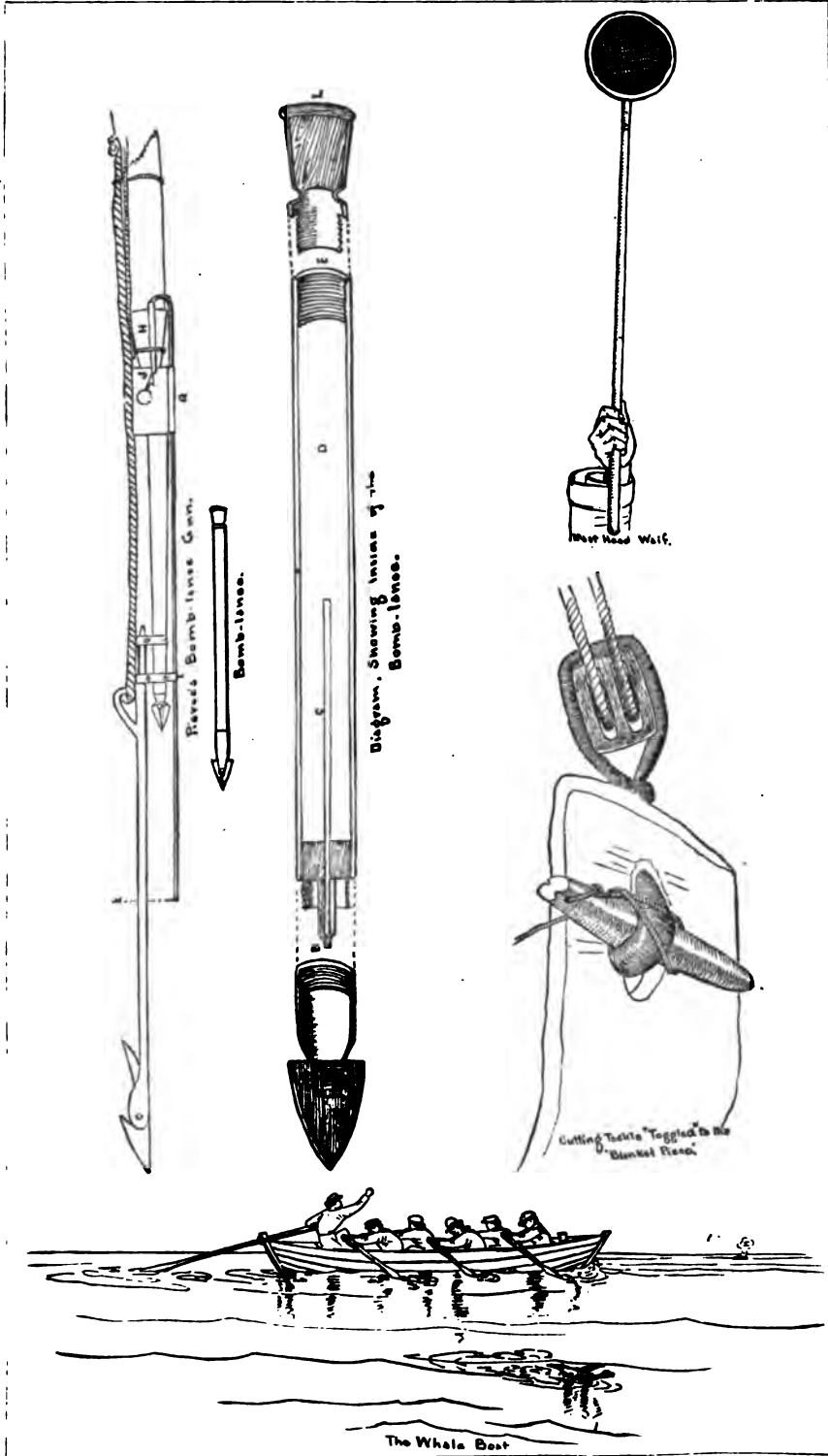


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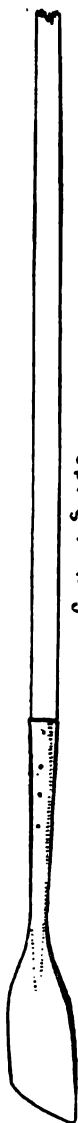








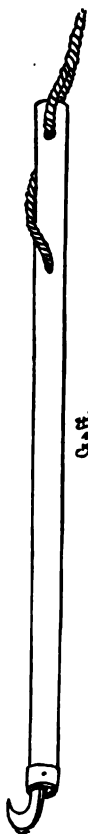
Head Spade.



Cutting Spade.



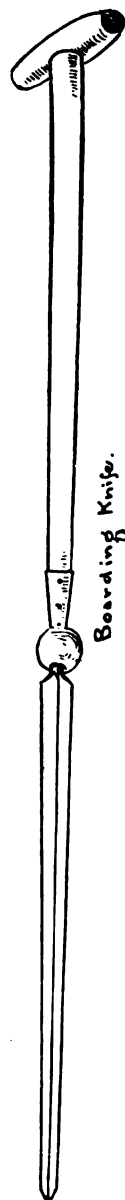
Bone Spade.



Gaff.



Blubber Pike.



Boarding Knife.



Sheath.

